





## INTIMATION



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Correspondents must forward their  
names and addresses with communica-  
tions addressed to the Editor, not for  
publication but as evidence of good faith.  
All letters for publication should be  
written on one side of paper only.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.  
LONDON OFFICE: 181, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, DECEMBER 12TH, 1912.

In these days of alliances, ententes, and understandings between nations reflecting a community of interests more or less permanent, it is instructive to observe how the New World is following the example of Europe, and how the associations of nations which are being formed in Europe are, if not actually finding their counterpart in the two Americas, at least suggesting that the time when nations were content to stand alone has passed. Until to-day the United States was practically the dominant factor in the life of the peoples of North and South America. The Colossus of the North, as it has been termed, filled the picture. When it enunciated the Monroe Doctrine the United States practically took the whole of the southern continent under its protection, and played the part of mentor to the numerous republics which have been established South of its borders. When these republics were struggling for existence and for recognition it was no doubt comforting to them to know that the great Power in the northern continent was ready to afford them protection against aggression from the Old World, but these republics are no longer in their pining infancy and have acquired a dignity which comes of years, and they are no longer content to accept the relationship of small brothers. The United States may be a larger brother and an elder brother, but as republicanism is supposed to connote liberty and equality as well as fraternity, the more important of the South American republics are inclined to accentuate the element of liberty and equality. Moreover, the South American republics now feel absolutely secure from Old World aggression, and consequently they feel that the protection of the United States is not only unnecessary but represents an attitude which is no longer the

correct one to adopt to countries which have achieved the importance and position of, say, Brazil, Argentina and Chile. These nations feel that they have grown, and that they are capable not only of safeguarding their own interests but the interests also of Latin America. A new Triple is the objective of the South American diplomats, and many well-informed people in the New World believe that despite serious obstacles and frequent set-backs an entente will be consummated between Brazil, Argentina and Chile. An understanding is being established whereby, instead of struggling to achieve South American supremacy, they will be induced to consolidate their relations and interests. They will go on arming, but not against each other. The defence of the Latin patrimony is their rallying point. There is no need to ask against whom they are rallying. They have now no fear of aggression from the Old World, and there can only be one Power against whom they are arming, and that Power is the United States. Latin America is being aroused to a sense of its unity. Its people have a common origin, their language is common, their institutions, ideals and aspirations are common, the various nations are a community of republics, and having so much in common it is only to be expected that they should be drawn together to safeguard common interests. So far only three countries are mentioned as moving towards a mutual understanding, Argentina, Brazil and Chile—the A.B.C. of South America—but there is no reason why Peru, which approximates Chile in population and importance, should not reveal a larger patriotism than mere love of country and become one of the defenders of Latin America. In like manner the smaller republics might be expected in time to identify themselves with the movement initiated by the giants of the southern continent. The prospect of a United South America is not one likely to be regarded as a menace to the peace of the world. The only danger is that friction may arise between the United States and the South over some aspect of American, or perhaps we should say Pan-American policy. Not so readily will the States of Southern America accept advice or dictation from Washington, and it is only fair to believe that the American Government will, to use an Americanism, "sense" the feelings animating the Latin republics, and that it will endeavour to maintain the most friendly relations with its neighbours in the new world. A prominent American citizen has gone so far as to advocate that the Monroe Doctrine be supplanted by the Pan-American idea: in other words, to make allies, not enemies, of the Latin republics. He said that to build the Panama Canal and not make allies of the Latin Americans was rank waste, but to build it and to make enemies of them was downright folly. It may be doubted if the Pan-American ideal is ever likely to be realised, but an alliance of three of the great States of South America, foreshadowed above, would be an important step in that direction.

The Russian cruiser *Askold* arrived in port yesterday from Shanghai.

H.E. the Governor has given permission for two hen and four cock pheasants, the gift of Mr. Ross, an overseer in the service of the Water Authority, to be placed in the aviaries of the Botanic Gardens.

A roulette wheel seized at the Belmont Club, Shanghai, in August, has been found to have had an electrical device, whereby it could be manipulated. An exposé of the swindle is published in the *Shanghai Municipal Gazette*.

A young soldier belonging to the Duke of Cornwall Light Infantry has lost his life by drowning at Kowloon. How he fell into the water is not known. It is a sad coincidence that the deceased's two brothers were drowned in a submarine.

Engineer Commander John W. Figgins, serving with H.M.S. *Newcastle*, China Squadron, has been reappointed to that ship on her recommission for further service in China waters. He was originally appointed to the *Newcastle* in May, 1909, and has, therefore, been longer in that ship than any other officer.

Another splendid development investment in the Philippines, says the *Manila Times*, is promised in the recently organized and incorporated American Philippine Company. Composed of a group of well-known business men and bankers of New York, Chicago, St. Louis, Kansas City, Detroit, Cincinnati, Indianapolis, Minneapolis and other cities it proposes to interest itself in the development of the products of the Philippines. It has a capital stock of 10,000,000 pesos, fully subscribed and its members are capable of furnishing any further capital that may be needed.

## SUPREME COURT.

Wednesday, 11th December.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR THE CHIEF JUSTICE  
(MR. W. REES DAVIES, K.C.), WITH  
COMMANDER BECKWITH AS  
ASSESSOR.

## STEAMER AND JUNK IN COLLISION.

The hearing of the action was continued in which Yuong Hing Hi, of 76, Main Street, Aberdeen, owner of the fishing junk *Pook Koon Lee*, claimed a sum amounting to \$4,000 from the owners of the s.s. *Loongsang* for damages occasioned by a collision which took place off Waglan Lighthouse on the 21st May, 1912. There was a cross-action by the Indo-China Steamship Company, owners of the s.s. *Loongsang*, against the owner of the junk for \$350, for damage occasioned by collision.

Mr. Eldon Potter, instructed by Mr. F. X. d'Almada e Castro, appeared for plaintiff, and Mr. M. Slade, K.C., instructed by Mr. Davidson, of Messrs. Hastings & Hastings, represented the defendants.

A Chinese member of the crew of the junk (the second witness) detailed the events which led up to the collision. When it was seen that a collision was inevitable, witness was told to wake the folks and the women and children. The folks beat gongs and the women called out "save life." The steamer struck the junk amidships. When witness came on watch the lights on the junk were proper.

Mr. Slade said he did not propose to address the court on the case that day. He pointed out that it was remarkable that the preliminary facts of the two parties which had been filed agreed very closely on a number of important points.

The second officer of the *Loongsang* said the accident occurred at 3.15 a.m. during his watch. The *Loongsang* was travelling at between nine and ten knots and was carrying the usual lights. The first he saw of the junk was her foremast and mainmast and sails right ahead of the ship, slightly on the port side, through his glasses, when a flash of lightning occurred. The junk was showing no lights, and was crossing the *Loongsang*'s bows from starboard to port. The steamer's stem struck the junk just abaft the mainmast on the port side. Witness lowered a boat and boarding the junk took off four children, three women and two men.

## A CUSTOMS CRUISER FOR THE PHILIPPINES.

We learn that a contract has been made between the Bureau of Customs, Manila, P.I., and the Taikoo Dockyard and Engineering Co., of Hongkong, Ltd., to build a fast Customs cruiser for service among the Islands.

The vessel will have a yacht-like appearance, being designed with a cut-water stem, handsome stern, and two raking pole masts. Two large boilers will be installed, supplying steam to powerful single-screw machinery, and it is expected that a speed of 16 knots will be attained. All the most modern auxiliaries will be fitted, including steam windlass, steam boat warping capstan, steam steering gear, refrigerating plant, electric light and search-lights, and wireless telegraphy, and she will also be equipped with quick-firing guns forward and aft. There will also be provided two high-speed motor launches. Ample accommodation will be provided for officers and men, and handsome quarters are also provided for executive officers.

The building of the vessel is being rapidly proceeded with, and her completion should be looked forward to with interest.

## THE NEW GERMAN ADMIRAL.

Admiral Count Svec has arrived in the East to succeed Admiral von Krosigk, as Commander-in-Chief of the German Squadron. Admiral von Krosigk was a passenger homeward on the German mail steamer this week. He will probably take up a command at home.

## AN IDEAL HUSBAND.

Elaborate preparations undertaken entirely by Messrs. Crawford & Co. have been made to secure as striking a "mise en scene" as possible for Oscar Wilde's great play. The scenery of Act 1 is particularly noticeable. It represents a very imposing vestibule winter garden with massive pillars and arches treated almost entirely in black. The effect produced is, at once simple and beautiful, and in keeping with the spirit which actuated the pioneer of the Aesthetic movement. All the furniture used in this act has been specially made for it and will be on sale after the last production. Attention is called to the fact that it is particularly suitable for local use. With the exception of the handsomely carved William and Mary chairs used in Act 3 which have already been privately disposed of, the rest of the furniture used in the play will also be on sale. Messrs. Wm. Jack & Co. have provided handsome fittings and control the lighting arrangements.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE P. &amp; O. COMPANY MEETING.

RUMOURS OF COMBINATION DENIED.

LONDON, December 11th.

Sir Thomas Sutherland, presiding at the meeting of the P. & O. Company, characterised as "ingenious fiction" the rumours regarding the sale of the business to a combine, or the Company's purchase of other shipping interests with the same object. He mentioned approaching negotiations for a new mail contract. The Company earned during the year a cash profit of £730,000. The net freight receipts had increased by £109,000. The passengers' receipts showed a contemptible increase of 3,198. Sir Thomas also mentioned that there will be an issue of new capital.

## UNITED STATES AND CHINA.

FORMAL RECOGNITION OF THE REPUBLIC PROBABLE.

LONDON, December 11th.

A letter from the Secretary of State for the United States (Mr. P. C. Knox) to the Provincial Chamber of Commerce, indicates that the Chinese Republic will probably be formally recognised by the United States after the elections in January, when China will place her new Government on a firm footing.

[Which provincial chamber is not stated in the message.]

## GERMAN REINFORCEMENTS FOR CHINA.

LONDON, December 11th.

Herr Zimmermann, the German Under-Secretary for Foreign Affairs, made a statement before the Budget Committee of the Reichstag concerning the necessity for reinforcing the troops in the Far East. He said that though a trustworthy man was at the head of the Chinese Government fresh disorders were still possible. Other Powers were more strongly represented in China than Germany, which must protect her own interests, and it could but be desirable for China that a Power like Germany, upholding the integrity of China and the open door, should be in a position to assist China in the protection of German interests in places where they existed.

## BRITAIN AND THE TIBETAN QUESTION.

LONDON, December 11th.

Replying to Mr. J. King, in the House of Commons, Sir Edward Grey said that China had not yet replied to Sir J. Jordan's memorandum on the subject of Tibet. The whole subject was under consideration, and would remain so until a settlement was reached.

## BATTLESHIP AND COLLIER COLLIDE.

LONDON, December 11th.

A wireless message reports that the battleship *Centurion*, while undergoing steam trials in the Channel, collided with an unknown steamer. The latter sank. The *Centurion*'s bows were damaged, and she is returning to Devonport.

LATER.

The vessel with which the *Centurion* collided in Plymouth Sound was a small and unknown collier, which disappeared in the darkness, a search for her being fruitless. The collision took place at 6.50 this morning in thick weather. The *Centurion* was making 15 knots, and it is stated that her anchors were driven through her bows, other damage also being sustained. No one on the *Centurion* was injured.

## THE INDIAN VICEROYALTY.

LONDON, December 11th.

The report that the Viceroy of India (Lord Hardinge) is taking up an appointment in England in 1913 is authoritatively denied.

## SUFFRAGETTES' NEW MANŒUVRE.

LONDON, December 11th.

The Suffragettes have adopted new tactics. They gave false alarms of fire in London yesterday evening. One arrest was effected.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE BRITISH RAILWAY STRIKE.

TRAFFIC CONGESTED AND INDUSTRIES CRIPPLED.

LONDON, December 11th.

The fight of which the dismissed engine-driver Knox is the central figure waxed more furious every hour. The magistrates have made a statement to the effect that there is not the slightest doubt that Knox was drunk. The railwaymen, on the other hand, declare that they are prepared to produce credible evidence of sobriety. They have issued a manifesto repudiating the idea that they support a drunkard, and say they are prepared to submit the case to an impartial tribunal.

Meanwhile 6,000 men are out, and the congestion is increasing. No fewer than 80 ships are held up in the Tyne alone, and furnaces and other industries are closing down.

LATER.

Ten thousand men are idle on the North-Eastern Railway, and there are some fears that men on other railways are preparing to strike, as they are citing various grievances.

In the House of Commons, Mr. McKenna said that the Government were considering the application by Knox for a reconsideration of the magistrates' decision.

The Mayor of Newcastle is mediating in the railway dispute.

There were some accessions to the strikers' ranks yesterday, the men chiefly belonging to the Northern section, but the men at Leeds, Darlington, and York have not yet joined. The prospects of a settlement are brighter.

Seventy per cent. of the blast furnaces are already diminishing their work, and several collieries are closed.

At a meeting at Gateshead it was resolved to appeal to the Executives of the Unions for a general strike, and to demand the removal of the locomotive superintendent.

The Company have taken out many summonses against men for quitting work without notice.

## THE HOME RULE BILL.

HOUSE ADJOURNS.

LONDON, December 11th.

The House of Commons passed Clause 37 of the Home Rule Bill, safeguarding the pay, pensions, and terms of service of the Constabulary, without a division. Clauses 38 to 41, inclusive, were also passed by majorities exceeding 120.

Debating Clause 42 of the Bill, Sir Rufus Isaacs moved to delete the provision that the Irish Parliament should meet in September, 1913, and substitute "that they meet eight months after the passage of the Bill."

The House adjourned.

## THE NEW WIRELESS REGULATIONS.

LONDON, December 11th.

Captain Shepherd, of the str. *Winfridiana*, has been arrested on a charge of omitting to arrange efficient communication between the bridge and the wireless operators.

## THE CROWN JEWEL MYSTERY.

LONDON, December 11th.

The Lord-Lieutenant declares that nothing is known in Dublin as to the replacing of the jewels.

## PROPOSED BOY SCOUTS' EXHIBITION.

LONDON, December 11th.

General Sir Robert Baden-Powell announces that it is proposed to hold an exhibition by the Boy Scouts of the Empire in July. Prince Arthur of Connaught would be asked to review them at Birmingham.

## SERIOUS ACCIDENT TO MR. CHAPLIN.

LONDON, December 11th.

The Right Hon. Henry Chaplin, M.P., whilst hunting with the Anytchley Hounds, was thrown at a fence and fractured two ribs.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## AUSTRIA-HUNGARY RISING LOANS.

The Austrian and Hungarian Governments have each placed \$25,000,000 Biennial Treasury Bonds with a Syndicate in which American bankers participate. It is announced in New York that the Americans have refused to join the Syndicate until they are assured that the money will not be used for military purposes, and that peace on the Continent is certain.

## AMBASSADORS' CONFERENCE.

LONDON, December 11th.

In the House of Commons Sir Edward Grey announced that the Powers cordially approved of the suggestion that the Ambassadors in one of the capitals of Europe should engage in informal and non-committal consultations in order to facilitate the exchange of views of the Powers. There would not be a conference, and he could give no details at present.

## THE CANADIAN NAVAL CONTRIBUTION.

LONDON, December 11th.

In the House of Commons on Tuesday Mr. Bonar Law asked when an opportunity would be given the House to express its appreciation of the contribution of the Dominions to the Navy.

Mr. Asquith replied that the Government recognised the desire and the duty of the House to give formal authoritative expression to the feeling of warm appreciation (cheers) and heartfelt gratitude (cheers) which had been aroused in the Mother Country by the splendid patriotism and liberality of their fellow-citizens and fellow-subjects overseas in the Dominions. He thought, however, that it was proper and only respectful to defer action till Mr. Borden's proposal had been considered and discussed by the Canadian Parliament. (Cheers.)

Mr. Bonar Law concurred. He was sure that the Colonies would appreciate Mr. Asquith's statement.

Mr. Keir Hardie asked Mr. Asquith to ascertain how far Canadian labour organisations had agreed to the offer.

Mr. Asquith said that that was a matter entirely for the Canadian Parliament. (Loud cheers.)

[FROM THE "MANILA TIMES,"]

## THE PRESIDENCY OF THE UNITED STATES.

WASHINGTON, December 2nd.

Legislation changing the tenure of the President and providing pensions for retired presidents and their widows was offered in the House to representatives to-day and there seems to be a good prospect that it will be enacted. One bill provides that the term of the President shall be increased from four to six years and limits all to one term. The recent campaign helped to make sentiment for this proposal and President Taft is said to be ready to approve such a measure if it is presented to him.

The other bill provides that liberal pensions shall be paid to retired presidents and to their widows. This project has been discussed for some time, but the offer of the Carnegie foundation to provide the money has excited much criticism and resentment and largely increased the chances of passing the measure. Opinions vary as to whether the retired presidents should continue to have any part in the Government.

## PRESIDENT TAFT'S WARNING TO THE POWERS.

WASHINGTON, December 3rd.

A warning to foreign Powers not to discriminate against the products and trade of the United States was sounded in the message sent to Congress to-day by President Taft. Ever since the enactment of the Panama canal bill fixing the tolls to be charged it has been suggested that the European powers retaliate by legislating against American products and the message of the President is the answer to that threat.

The President appeals to the members of Congress to hold national policies above partisanship and to labour to maintain open markets abroad for American goods and trade. Foreign Powers are warned that discrimination against the United States will be met by discrimination against them.

To-day's message was preliminary to several others on domestic topics and on the subject of general relations abroad declared that everything was satisfactory and encouraging.

## THE NEUTRALISATION OF THE PHILIPPINES.

WASHINGTON, December 3rd.

Representative George Burgess, of Texas, to-day introduced a joint resolution of Congress dealing with the proposed neutralisation of the Philippines. The resolution authorizes the President to consider with the Powers the question of a treaty which will guarantee the neutrality of the Philippines for the protection of an independent government when one is formed in them. The resolution was referred to the committee on foreign relations.



## CANTON.

[FROM OUR OWN CORRESPONDENT.]

December 10th.

## SHONEST OFFICIALS.

One of the great things expected by the common people from the revolution was the doing away with all the dishonest officials whose main plan and purpose in life was to squeeze as much money as they could out of their subjects. However, the Revolution has not changed the nature of the different officials, and just at present indignation is running high at the actions of several of those in authority throughout the province. The idea of a number of these new officials seems to be to make as much money as they can in as short a time as possible, for they never know when they might be superseded. Not long ago one of the chief officers under the Pun U Magistrate was shot for extorting money from the people wholesale, and just lately the Magistrate himself has been dismissed for connivance at this and other similar cases. Last week the chief official in the Lung Moon district was dismissed and taken to Canton to be tried for throwing innocent people into prison and then demanding large sums for their release. Now news comes from the Sheung Shan district stating that the officer in charge of the Court of Justice has been arrested and brought to Canton for misconduct. He has never got on with the people and continual trouble has resulted from his appointment and many people have come to Canton to testify against him. It is significant that on leaving his place of abode he could not get a chair coolie in the whole place to carry him. These disclosures show that the change of Government has not made much difference in the country districts; that the people are not any better off in the way of impositions and justice; and that China has still many enemies among her so-called officials and officers. However, the wholesale way in which the Government at Canton is dealing with these culprits shows that they realise the great amount of danger these dishonest officials are to the peace of the country.

## NEW SALT COMMISSIONER.

It is reported that an officer called Lam Ping Cheung has been appointed Salt Commissioner in this province and has left Peking for Canton to take up the appointment. There is plenty of work to be done in this line around Canton and a great deal of smuggling will have to be put down. Yesterday, the Chinese gunboat *Chan Tung*, while cruising in the Sam Shu district, saw a junk behaving in a suspicious manner and on signalling it to stop it tried to make off at full speed. Soon, however, it was stopped, and on a search party going on board no less than 200,000 catties of salt and five guns were found on board to be smuggled into the villages. The junk was brought back to Canton and the officer in charge of the Salt Department informed of the matter.

## ANOTHER FIRE IN CANTON.

About noon yesterday, a fire broke out in a shop in Hing Shou Lane in the Western Suburbs. It is a very bad spot for a conflagration but luckily there was no wind and the fire brigade managed to confine the blaze to the one building.

## INCREASING THE FIRE BRIGADE.

A movement has been on foot since the great fire to greatly increase the number of fire brigades in the Western Suburbs and to procure some modern engines. Citizens have been asked to volunteer for service in the different companies and a good response is being made. At the present time of the year fires are usually numerous and these steps are being taken none too soon. What the authorities ought to get to is one or two modern steamers to attack fires from the river. Had they had some of these at the big fire a month ago a great deal of property might have been saved. Still it is good to see improvements of any kind in this respect, and a larger fire brigade will be of immense benefit to a place like Canton.

## AN EDUCATIONAL GATHERING.

A large meeting of all the teachers in Canton is to be held on the 31st inst. and the 2nd and 3rd prox. to confer on educational matters and see what can be done towards improving the condition of the schools in the City. The new Educational Commissioner is very enthusiastic about increasing the number of schools and endeavouring to compel parents to send their children to school. That day however, is a long way off; still this conference ought to help to keep the different schools in touch with one another.

## ROBBERY IN CHAN CHUEN.

A few days ago some rice merchants were making their way to Chan Chuen to buy rice and were in possession of about \$1,000 in money between them. This got the ears of a notorious robber in the district, who with three of his men waylaid the merchants and at the point of the pistol robbed them of all they had and made off safely, despite the fact that the soldiers were on their tracks in no time.

## SHAMEEN MUNICIPAL COUNCIL.

The minutes of ordinary meeting of the Council held 9th inst. are as follows:—  
Present: Messrs. T. E. Griffith (Chairman), L. H. Gilman, O. V. Lanning, R. C. Martin and the Secretary (Mr. R. T. Mathieson.)

The minutes of the last meeting were read and confirmed.

## POLICE.

Mr. Alison's term of probation having expired it was decided to offer him the position of superintendent on a five year contract.

The Chairman reported that only a number of minor cases had been dealt with during the interval.

## HEALTH.

The Medical Officer reports one case of diphtheria and 9 cases of dysentery during the past month. Since the recent rainfall a general improvement in the health of the community is noticeable.

## DEFENCE CORPS.

Quartermaster Sergeant Sutton's report on Camp attendance at Lowu was submitted and it was decided to refund half railway fares to all having attended three or more. The Camp is now closed for the season. A general alarm was held on the night of 8th inst., on which the S.N.O. Commander Mackenzie, R.N., had favourably commented. The Commandant, Mr. Griffith, minuted that thanks are due to Messrs. Maze, Ahrendt, Shields, Scrymgeour, Bohuszewicz and Cameron, who had each kindly presented cups as prizes for shooting, distribution of which will shortly be notified.

## SHAMEEN WATER WORKS.

The work of excavation is progressing satisfactorily and part of the plant for the jetty, etc., has arrived, the filter and tower plant being due during the next 3/4 weeks. A letter had been written to Messrs. Griffith and Bent, owners of lot 55, asking permission to lay the suction main through this property, by which the route to the river would be considerably shortened, which permission has been conditionally granted.

## SWIMMING BATH CLUB.

Correspondence between the Club Committee and Council was submitted by the Chairman. The wording of the lease from the Council to the Swimming Bath Club is found to be vague as to the Council having the right to make use of part of the land for the Water Works. H.M.'s Consul General had given opinion on the matter and the Chairman was authorized to settle the matter on an amicable basis with the Swimming Bath Club, both sides apparently admitting the original intention of the lease of the land from the Government to serve as now intended.

## RIVER FRONTAGE.

The Chairman submitted correspondence between the Commissioner of Customs and the Council, in which the siting up of the bund frontage was dealt with. The matter of bund extension is under consideration and copies of the correspondence have been forwarded to H.M.'s Consul General for transmission to the Government Authorities. The siting up of the river to the south-west of the concession has been going on for years and has now assumed dimensions which constitute a serious impediment to traffic, as also a menace to the health of the community, owing to the miasma emanating from the foul mud-bank formed in close proximity to the limits of the concession.

## THE MAGISTRACY.

Mr. Melbourne passed sentence of six months' hard labour on a Chinese for returning from banishment.

For being in illegal possession of arms and ammunition a Chinese was fined \$100, or six weeks' hard labour in default.

Charged with assaulting a Chinese constable and obstructing him whilst in the discharge of his duties, a Chinese was sentenced to two months' imprisonment and four hours' in the stocks.

Nine Chinese were brought before Mr. Melbourne yesterday, charged with gambling. One charged with keeping the house for gambling purposes was represented by Mr. Otto Kong Sing, and he was discharged. One man did not appear, and \$5 bail was ordered to be estrated. The other defendants were fined \$2 each.

A Chinese constable had arrested a man for hawking without a licence when another man came up and knocked the constable down. Both appeared before Mr. Hazland yesterday. The first man was fined \$3 and the second defendant, for assaulting and obstructing the constable, was sent to prison for two months' and four hours' stocks. He was sentenced to a further 14 days for damaging the constable's uniform.

## LOCAL FOOTBALL.

The Hongkong A.F.C. will be opposed by H.M.S. *Minotaur* (A.) on the Club ground at 4.45 p.m. to-day. The following will represent the Club:—H. P. Buckingham, A. Hamilton and A. Mackenzie, D. Campbell, R. F. Long, and H. C. Van Weizen, H. B. Henderson, W. A. Wilson, H. S. Jones, W. V. Pennell, and W. B. Rigden.

## THE DIARY OF LI HUNG-CHANG.

## ENGLAND AND THE ENGLISH.

VISIT TO MR. GLADSTONE.

## IV.

During the first four days in England, Li Hung Chang's time was so fully occupied—as he himself puts it, “so busy with small things and great small people and famous”—that he had no time for his memoirs. Then he writes:

## AT HAWARDEN.

Hawarden, eleventh day of the peaceful Jade Emperor.

Only here, in the home of the greatest living Englishman, have I found real rest since leaving the boat at Dover. Here I have enjoyed for a day such a rest as I have not known since bidding good-bye to China; for it is a pleasurable rest to see and know this “Grand Old Man.” It is delightful to learn his thoughts and to see things of this world as he sees them.

It is the highest prize of public service to be able to retire to such a home life as his, in the respect of the world and the love and admiration of his countrymen. If I could be any other person than Li Hung Chang I would want to be William Ewart Gladstone, the Grand Old Man of England. And I would like best of all women, even now before the Tsaritsa, one of Fourier's lovely daughters.

Mr. Gladstone met me at the handsome green-covered station upon my arrival. A great crowd of his country people were there, and hats were raised and handkerchiefs fluttered while our party descended from the train. Then there was long and hearty applause as we shook hands, both of us bareheaded. I do not know when before in public I was seen without a head covering.

## MR. GLADSTONE'S WELCOME.

Mr. Gladstone—he is only “mister,” for he has refused the highest titles the British Queen could bestow—was much stronger in appearance than I had expected to find him; yet, when we were close together and sat face to face, I could see that he was an old man; much older in his face than I, although there are but nine years' difference, I believe, in our ages.

At once he apologised for not having come to London to meet me. But he said that if he had made the trip he would have very likely been ill for a week or two. He had sent a telegram to me at Windsor Castle to this same effect two days before, and so I had determined to visit him at Hawarden, even at the expense of offending a number of the entertainment committee and several members of the House of Lords who had given me strong invitations to visit their homes.

The Viceroy on a later date gives a list of the different personages in England who he thought might be offended because he had chosen to go “of his own will” to visit Gladstone at Hawarden and neglected to accept the many other urgent invitations to prominent houses. He asks:

What had these other people to offer me? Bread and wine and musical entertainments? I had never heard of them, any of them, and what would be spending my time with them for? The Queen, Her Majesty Victoria of England and Ireland, her son who will be King if he lives, Mr. Gladstone, Mr. Morley, Lord Tennyson and the Houses of Parliament—those were what interested me in England, and the ships.

## HOME RULE AND TREE-FELLING.

Continuing his narrative at Hawarden he says:—

Mr. Gladstone and myself, accompanied only by Leh and Bruce (interpreters and secretaries), took a long stroll over his estate and talked of many matters removed from State affairs. I was surprised how well he knew my life, and he expressed the same feeling when I told him that which I knew regarding himself. He spoke about the Queen, about Indian affairs, and of Home Rule for Ireland; and I was certain that he hoped to see that unhappy country governed better before he died.

“They have given their best to England,” he said, “and in return have been given only England's worst.”

He pointed out some tree stumps to me, and said that in eight years he had kept his health good and muscles strong by this chopping exercise. It amused me very much and I told him I would like to see him strike a blow, so he took up the instrument for cutting and made several great dents in one of the trees. Then he turned to me and said:—

“Lord Li, did you ever cut down a tree?”

I told him I had many a time when I was a boy, but that like many other boyish habits I had outgrown this one

also. But he wanted me to try and I did. However, it was awkward work, for the handle of the instrument caught in my sleeve and I nearly cut my foot.

On the train: hour of the crowd. I slept two hours during my visit to Mr. Gladstone, and he slept also during that time.

When we met again a nice little lunch was served—rare oolong, some Chinese crackers and cold fowl. Mr. Gladstone and myself ate alone this time. Then, just before leaving, we sat together and were photographed. I could not get one of the pictures, although I would willingly pay any price for it. Still, I am told it will be in all the London papers in the morning.

During the following two days the memoirs contain only the briefest comments on the dinner given in his honour by the Lord Mayor of London, his visit to the Tower and the Houses of Parliament, and finally a carriage ride through the poorest sections of the City. Referring to this last, he says, among other things:—

## IN THE EAST END.

Of course, it is but natural that the hosts of our party want to show us only the beautiful and prosperous in their realm, at Moscow and St. Petersburg, the temples, parks and fine avenues. I saw also the strength and greatness of Berlin, Bremerhaven, Munich and other cities. Nevertheless, my eyes were constantly engaged for insights into the real conditions of the people, and I saw things that somehow told me that all was not sunshine and glory.

And it is so with London and England. I dined as the guest of Her Majesty at the Castle, and great officers of State took me to the Parliament and to the forts and arsenals. I saw the fine parks of London and some of the great thoroughfares; yet I could see in the vast crowds so many people who were poor. Even in the short time of my journey I have learned to distinguish between the different classes of people by the clothes they wear.

My entertainers were not overpleased. I fear, by my desire and request to be taken for even a brief period through the poorer sections.

“We have poor in China, millions of them, and the sight of rags is not new to me, but I have seen so many grand sights that I am afraid unless you grant my wish that to leave in my present frame of mind would mean that I had not a true conception of life in England.”

And finally I was shown, hurriedly, some of the more wretched parts of the city.

## THE SEAMY SIDE.

I cannot tell now of all I saw, nor of my fullest impressions, but I know that I have come to the conclusion that under a grand show many of the countries with great armies and fleets of ships have much misery hidden from the eyes of the world. China is not the only country where there are rags and hunger. The Chinaman cries out when his stomach is empty and his throat dry, but in foreign lands the hungry man steals from his neighbour or breaks into his house.

Often, very often, as I have learned in these few but eye and mind-opening weeks, he is ready to make silent war with bomb or knife upon the government he blames for his hopeless condition. The more I see and learn of the lower classes of people in Europe the greater is my love and pity of the miserable poor of my own country, for by comparison the latter are less vicious. I bow low in respect—to all China—from her illustrious Majesty and the Court to the river men of Canton.

On the ship ready to sail for New York. Good-bye to you, Tsar and Tsarina, and to you, Russia; good-bye to you, Kaiser, Bismarck, and my friend Herr Krupp of Essen; good-bye to Lepay and Gracious La Belle France; good-bye to Victoria, the Queen, and the Grand Old Man.

I am going to Grant's country.—From the London Observer.

## SHIPPING RUMOURS.

The rumours of the coming deal in the shipping world are interesting, varied, and detailed enough to please the most exacting. The latest story current is that a concern generally on the lines of the International Mercantile Marine will embrace the controlling interests of the leading great companies. The “Observer” told this story, as current in shipping circles, some little time ago. Apparently the Stock Exchange is now waking up to it. The market has already decided that, whatever form the development takes, Sir Owen Phillips is retiring from the Royal Mail chairmanship to take over the position of chairman of the new undertaking. Sir Thomas Sutherland becomes the vice-chairman, and so on. Most of the details can, in fact, be had for the asking from the first market man one meets.—*Pall Mall Gazette*.

## HAMBURG LETTER.

[SPECIALLY WRITTEN FOR THE “HONGKONG DAILY PRESS.”]

HAMBURG, November 13th.  
THE NEW U.S. PRESIDENT AND TRADE PROSPECTS.

It is expected that the election of Dr. Woodrow Wilson as President of the United States will give a fresh impetus to trade, and to judge by the course of the various markets during the past week these anticipations seem likely to be realized, although its effect on the stock exchange has been to some extent counteracted by the political news from Europe. A reduction in the American import duties would be welcomed by all countries, more especially by the textile industries of Germany, which have suffered, more perhaps than any others, by the heavy rates imposed by the McKinley tariff. There appears to be at the same time some hope of the Panama canal difficulty being settled amicably. Mr. Wilson, it is reported, being disposed to submit the matter to arbitration at The Hague. Herr Ballin's visit to the States during the election was, it is believed, undertaken for the purpose of studying the trend of ideas on the subject with a view to the organisation of a future extension of the services of the Hamburg American Line in that direction. For the present, it is intended to run the steamers plying to the Far East to the west coast of America to such ports as San Francisco, Vancouver and Seattle, whilst the Kosmos Line of which Herr Ballin is also a director contemplates opening a regular service to the Sandwich Islands. All the principal steamship companies of this port have placed large orders for fresh tonnage with the various shipbuilding yards in Hamburg and elsewhere, a sure sign that they believe in a continuance of the present activity in the foreign trade of the city. It is indeed marvellous that it should have been so little affected hitherto by the war in the near East. To-day there are rumours abroad of an approaching armistice, which, if they should prove true, would no doubt further stimulate business.

## TOBACCO CULTIVATION IN GERMANY.

According to official returns the number of growers of tobacco in this country is 95,141, of which there are 35,389 in Prussia, 34,763 in Baden, 14,335 in Bavaria, 3,783 in Alsatia and Lorraine and 3,718 in Wurttemberg. The total area planted amounts to 15,776.7 hectares compared with 17,016.9 in the previous year.

## POPULAR INTEREST IN AVIATION.

To what extent aviation has aroused the interest of young and old in all classes of society is shown by an exhibition of models of flying machines and articles connected with them organized by the *Neue Hamburger Zeitung*. Pupils of board and secondary schools from the age of twelve upwards are amongst the exhibitors, as are also young lads and clerks in offices, apprentices to various trades, some of which have nothing to do with mechanics, a baker's lad, an under-gardener, an old gardener of 73, and last but not least the middle form of a young ladies' school represented by their class teacher. There are no less than 382 exhibits divided as follows into seven classes:—

- I.—The work of youths under 18 years of age
  - (a) 76 models pure and simple
  - (b) 76 models to be submitted to a flying test
- II.—The work of adults
  - (a) 48 models
  - (b) 39 models to be submitted to a flying test
- III.—Meteorological kites and books on aviation, etc., belonging to the Deutsche Seewarte in Hamburg
- IV.—Kites and similar apparatus
- V.—Parts of avionic machinery, propellers, etc.
- VI.—Designs, photographs, and literature on aviation
- VII.—A silver model of a flying machine by a Berlin jeweller

The knowledge of the principles of aviation displayed by the exhibitors, even by the youngest of them, is surprising, for not all of the models are copies or adaptations of known systems; there are a great many original ones amongst them that do credit to their inventors. The first prize in class I. (a), for instance, has been awarded to a lad of fourteen, attending one of the middle forms of a secondary school, for a construction of his own, and the first in class I. (b) to a youth of 18, an apprentice in an electro-technical workshop in Altona for a monoplane of his own design.

All the models showed careful workmanship, but it was amusing to see the materials employed by some of the lads whose pocket money was probably limited; wheels and other parts of old mechanical toys, in fact anything that came handy for the purpose has been made use of.

## SIR IAN HAMILTON AND THE MALAYS.

Sir Ian Hamilton stated at Penang that he was very favourably impressed with the Malay volunteer contingents at Singapore and Penang and was convinced that the Malays were proud of their connection with the British Empire, and that the fighting qualities of the race may well prove an asset of much value if the territorial integrity of the Peninsula is ever threatened.

## INTIMATIONS

## ECZEMA PAINED SO HE COULD NOT SLEEP

Leg Red and Inflamed. Itched Awfully. First Application of Cuticura Ointment Stopped the Itching. One Box of Cuticura Soap and One Cake of Cuticura Soap Cured Him.

“The appearance of my son's complaint was so though a piece of skin had been torn from the leg, it was so red and inflamed and used to itch something awful. He used to scratch it in his sleep and the pain he used to suffer was awful. It started as a scar about three inches square just below the knee and I think had been there about eighteen months.”

“I tried several ointments, etc., but none seemed to do any good for him, then I took him to the doctor and he was under him for about two months. The doctor told me it was eczema and the ointment he gave me was useless. At last my son's leg gave him the most trouble at night as some nights he could not get to sleep for the pain. Then I read about the Cuticura Soap and Cuticura Ointment and decided to give them a trial. The first time I applied the Cuticura Ointment it stopped the itching and one box of Cuticura Ointment and one tablet of Cuticura Soap were sufficient to effect a complete cure in three weeks. I shall be only too pleased to recommend Cuticura Soap and Ointment to those who suffer from any kind of skin disease.” (Signed) Mrs. Chaytor, 22, Walworth Street, Sunderland, England, July 12, 1911.

For more than a generation warm baths with Cuticura Soap and gentle applications of Cuticura Ointment have afforded the speediest and most economical treatment for torturing, disfiguring affections of the skin and scalp of infants, children and adults. A liberal sample of Cuticura Soap and Ointment with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse St., London; R. Towns & Co., Sydney; N. S. W. Lennan, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Pettit D. & Co. Corp., sole props. Boston, U. S. A.

894

## Chs. J. Gaupp &amp; Co.,

ALEXANDRA BUILDINGS,

CHATER ROAD.

## CHRONOMETER-MAKERS,

WATCHMAKERS,

JEWELLERS AND OPTICIAN

## FINE DIAMOND JEWELLERY

A SPECIALITY.

ENGLISH, AMERICAN AND SWISS

GOLD AND SILVER WATCHES.

GOLD AND SILVER BRACELET

WATCHES.

ENGLISH MOUNTED CHINESE JADF

JEWELLERY

## MAPPIN &amp; WEBB'S

SILVERWARE,

CUTLERY and

PRINCES PLATE.

45

OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

MAKE CERTAIN. WE WILL TELL YOU.

CLARK & Co.  
SCIENTIFIC OPTICIANS  
109, BLOOMSBURY ROAD, LONDON, W.C.1

75



The fact that some of your teeth are decayed although you have always cleaned them is a proof that the preparations which you have used do not preserve the teeth. Use Odol! Being a liquid preparation it reaches all parts of the oral cavity, and being an antiseptic it arrests the action of the bacteria which attack the teeth.

[1399-2]



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Bindings, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period, will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 38. Telephone No. 18.  
Telegraphic Address: Pags.  
Codes: A.B.C. 5th Ed., Libers.

## NEW ADVERTISEMENTS

## NOTICE.

A Well-Educated Chinese who Speaks and Writes English desires to teach the Haka dialect to Europeans. One and half hours daily on week days only. Fees £10 per month.

Apply to—  
"MING,"  
Care of "Daily Press" Office.  
Hongkong, 12th December, 1912. [1403]

## AVIATION MEETING

AT HONGKONG.

UNDER the Distinguished Patronage of His Excellency the GOVERNOR, SIR HENRY MAY, K.C.M.G.

THE FAMOUS AVIATOR

MR. KOUZMINSKY

WILL GIVE EXHIBITIONS WITH A

BLERIOT MONOPLANE

ON

SATURDAY AND SUNDAY,  
14TH AND 15TH DECEMBER.

Further announcements will appear later.

Hongkong, 12th December, 1912. [1405]

KOWLOON-CANTON RAILWAY,  
(British Section).

## NOTICE.

THE PUBLIC IS HEREBY NOTIFIED that owing to the AVIATION MEETING at SHATIN, the following Alterations will take place in the Local Train Service on SATURDAY and SUNDAY, December 14th and 15th—

On SATURDAY, the Train advertised to leave Kowloon at 12.25 p.m. for SHUM CHUN and the Train leaving SHUM CHUN for Kowloon at 2.38 p.m. are hereby cancelled.

The Train advertised to leave Kowloon for SHUM CHUN at 5.10 p.m. (on SATURDAY and SUNDAY) will leave at 5.52 p.m. and return from SHUM CHUN at 6.52 p.m., arriving Kowloon at 7.39 p.m.

On both the above dates the Express Train leaving SHUM CHUN at 6.05 p.m. will call at FANLING at 6.10 p.m. to pick up Passengers.

Special Trains for the Aviation Meeting will leave Kowloon every half hour from 12 Noon to 3.30 p.m.

Tickets may be obtained at the Booking Office, STAR FERRY PIER, Hongkong, Messrs. MOUTRIE & CO., THOMAS COOK & SON, and KOWLOON RAILWAY STATION.

By Order, H. P. WINSLOW,  
Manager.

Kowloon, 12th December, 1912. [1406]

IN THE MATTER OF THE COMPANIES' ORDINANCE No. 58 of 1911,

AND  
IN THE MATTER OF THE SAM WANG INVESTMENT LOAN & AGENCY COMPANY, LIMITED.  
(In Liquidation.)

NOTICE IS HEREBY GIVEN that at an EXTRAORDINARY GENERAL MEETING of the Members of the SAM WANG LAND INVESTMENT LOAN & AGENCY COMPANY, LIMITED (In Liquidation), held at the Office of Messrs. PERCY SMITH, SYRIS & FLEMING, Accountants and Auditors, No. 5, Queen's Road Central, Hongkong, on TUESDAY, the 12th day of November, 1912, at 12 o'clock Noon, the following Resolution was duly passed as a Special Resolution—

"That the Liquidator be and he is hereby authorised to accept in composition of 55% of the Principal and Interest due by the 'partners of the YU FUNG BANK up to the 1st June, 1912, together with interest from that date to the date of payment.'"

J. HENNESSEY SETH,  
Liquidator.

Hongkong, 3rd December, 1912. [1404]

## FOR SALE.

A LOT OF  
GOLD WALTHAM WATCHES,  
HRS. GOOD TIME-KEEPERS,

BARGAIN PRICES,  
IN ORDER TO CLEAR STOCK.  
GARRELS, BOERNER & Co.,  
King's Building.

Hongkong, 26th November, 1912. [1347]

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River works. Small quantities handled and especially low rates quoted for large quantities.

## ENTERTAINMENTS

THEATRE ROYAL.  
UNDER the Distinguished Patronage of H.E. SIR HENRY MAY, K.C.M.G. and Commodore ANSTREUTHER, C.M.G.,  
THE  
BOATSWAIN'S MATE,  
A COMEDY IN ONE ACT,  
BY  
W. W. JACOBS,  
TO BE PRECEDED BY—  
A

## GRAND VARIETY ENTERTAINMENT.

FRIDAY AND SATURDAY,  
13TH AND 14TH DECEMBER.

Commencing at 9.15 p.m.

PRICES: \$3, \$2 and \$1.  
Sailors and Soldiers in Uniform Half-Price to Gallery.

Proceeds to be devoted to Local Charities.

Booking at MOUTRIE'S.  
Hongkong, 26th November, 1912. [1350]

THEATRE ROYAL.

"AN IDEAL HUSBAND"  
A PLAY IN 4 ACTS,  
BY  
OSCAR WILDE.

TO BE PRECEDED BY—  
LOCAL AMATEURS,

ON  
TUESDAY, THURSDAY AND  
SATURDAY,  
DECEMBER 17TH, 19TH AND 21ST,  
AT 9 P.M.

UNDER the Distinguished Patronage of His Excellency the GOVERNOR in aid of the following Charities:—

THE DIOCESAN GIRLS' SCHOOL,  
THE RYRE REFUGE,  
THE BLIND HOME (BLINDENHILL),  
THE ST. LEWIS ORPHANAGE.

Booking Opens at Messrs. MOUTRIE & Co., from December 4th to holders of advance Tickets, obtainable from Ladies and Members of the Committees of the various Charities, and Messrs. MOUTRIE & Co., and to the Public from December 7th.

Hongkong, 21st November, 1912. [1337]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED,  
AND  
CHINA NAVIGATION CO., LTD.

## NOTICE.

OWING to the expense incurred and the inconvenience caused to the Companies in collecting Freight for small amounts, commencing from 1st January, 1913, Freight below \$300 on all Shipments from HONGKONG, CANTON and MACAO, unless shipped by regular constituents, must be paid at time of Shipment or on delivery. Receipts for Freight will be granted by the Purser.

W. E. CLARKE,  
Secretary.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

CO., LTD.

BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st November, 1912. [1336]

## BIJOU

9.15 P.M.—TO-NIGHT—9.15 P.M.

ANOTHER COMPLETE CHANGE OF PROGRAMME.

THE NOBLE'S PRIVILEGE,  
(Dramatic).

PEKIN AND ENVIRONS,  
(Sensational Cinema-Colour).

THREE STAR COMICS,  
THE DETACHABLE MAN,  
HOW TO BE LUCKY,  
TOMMY MARBLE'S HIS SISTER.

Miss DOLLY SWIFT  
and  
Miss GLADYS SPENCER  
in All New Songs and Dances.

7.15 P.M.—PICTURES ONLY—7.15 P.M.

Hongkong, 11th December, 1912. [1167]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED,  
AND  
CHINA NAVIGATION CO., LTD.

NOTICE.

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Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st November, 1912. [1336]

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Hongkong, 1st November, 1912. [1336]

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CO., LTD.

BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st November, 1912. [1336]

## INTIMATIONS

LANE,  
CRAWFORD  
& Co.

(TELEPHONE 97.)

WE ARE NOW SHOWING OUR NEW STOCK OF  
CHRISTMAS GOODS

LATEST NOVELTIES  
SUITABLE FOR PRESENT  
IN ALL DEPARTMENTS.

FRENCH CONFECTIONERY  
HIGH-CLASS FANCY BOXES OF  
CHOCOLATES AND SWEETS.

CHRISTMAS  
PUDDINGS, CAKES,  
MINCE MEAT.

CRACKERS and COSAQUES  
EXCLUSIVE DESIGNS.

PULLED FIGS, NUTS, MUSCATELS,  
YORK HAMS-STILTONS.

A LARGE SELECTION OF  
TOYS, DOLLS, GAMES, &c.  
LANE, CRAWFORD & CO.

M. KOUZMINSKY

(WHO MADE A MAGNIFICENT FLIGHT AT MACAO  
ON SUNDAY),

IN COMMON WITH THE

WORLD'S GREATEST AVIATORS  
USES

ITS  
PERFECT  
PURITY  
THAT'S  
THE  
POINT

MOTOR SPIRIT

EXCLUSIVELY

GO AND SEE HIM AT SHATIN  
NEXT WEEK-END,

and don't forget to use SHELL in your Car  
or Motor Boat.

SUPPLIES ALWAYS OBTAINABLE BY LAND OR SEA  
AT NORTH POINT INSTALLATION, SHAUKIWAN  
ROAD.

THE ASIATIC PETROLEUM CO., LTD.

Hongkong, 10th December, 1912. [1400]

NOTICE OF MEETING.

SHAREHOLDERS of the above Société are hereby summoned to an Extraordinary General Meeting to be held at the Office of the Company, No. 21, rue Jules Ferry, Haiphong, on the 14th December, 1912.

By Order of the Board,  
T. F. HOUGH,  
Director.

Hongkong, 23rd November, 1912. [1340]

CHEAP SALE.

WE Beg to offer our Stock of GOLD and SILVERWARES, SILK GRASS-CLOTH, etc., at a Great Reduction Sale.

Do not Miss this opportunity.  
Inspection cordially invited.

ON WO & Co.,  
No. 37, Queen's Road Central.

Hongkong, 26th November, 1912. [13]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED,  
AND  
CHINA NAVIGATION CO., LTD.

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W. E. CLARKE,  
Secretary.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

CO., LTD.

BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st November, 1912. [1336]

## BANKS

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS—

STRIKING ... \$15,000,000

SILVER ... \$17,000,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

COURT OF DIRECTORS.

E. SHERRILL, Esq.—Chairman.

F. H. ARMSTRONG, Esq.—Deputy Chairman.

S. H. DODD, Esq.

G. FRIEDLAND, Esq.

C. S. GUBBY, Esq.

G. R. LAUREN, Esq.

F. LIEB, Esq.

CHIEF MANAGER:  
Hongkong—N. J. STABB.

ACTING MANAGER:  
Shanghai—A. G. STEPHEN.

LONDON BANKERS:  
LONDON COUNTY AND WESTMINSTER  
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4 per cent. per Annum.

N. J. STABB,  
Chief Manager.

Hongkong, 28th November, 1912. [19]

THE MERCANTILE BANK OF  
INDIA, LIMITED.

AUTHORISED CAPITAL ... \$1,500,000

SUBSCRIBED ... 1,125,000

PAID UP ... 552,000

RESERVE FUND ... 355,000

HEAD OFFICE:  
40, The Strand, E.C.

BRANCHES:

Bombay, Calcutta, Hongkong, Kanton, Madras, Rangoon, Singapore, Shanghai, Swatow, Tientsin, Yokohama.

AGENTS IN JAPAN:  
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:

BANK OF ENGLAND, LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted.

Stocks and Shares bought and sold on account of Constituents.

Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD,  
Manager.

Hongkong, 7th September, 1912. [909]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL ... \$1,200,000

RESERVE FUND ... \$1,550,000

RESERVE LIABILITY OF PROPRIETORS ... \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,  
Manager.

Hongkong, 12th April, 1912. [133]

NEDERLANDSCH-INDISCHE  
HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital FL 15,000,000 (\$1,250,000)

Paid up Capital FL 14,905,350 (\$1,242,112)

Reserve Fund FL 5,022,161,27 (\$418,513)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS:  
THE WILLIAMS DEACONS BANK,  
SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4½ per annum.

6 do. 3½ do.

3 do. 3 do.

E. J. H. VAN DER LINDEN, Acting Manager,  
No. 8, Des Vaux Road Central.

Hongkong, 7th August, 1912. [22]

THE  
YOKOHAMA SPECIE BANK  
LIMITED.

AUTHORISED CAPITAL ... Yen 48,000,000

PAID-UP CAPITAL ... Yen 30,000,000

RESERVE FUND ... Yen 17,850,000

HEAD OFFICE: YOKOHAMA.

Branches and Agencies at:  
Antung-Hsiao, Liao-Yang, Ryojun, (Port Arthur),  
Canton, Hankow, Shanghai, San Francisco,  
Bombay, Lyons, Nagasaki, Tientsin,  
Changhai, Nanking, Newchwang, Peking,  
Dairen (Dalny), Fushan, Harbin, Osaka,  
Fengtien (Mukden), Hongkong, Kobe,  
Hankow,



**Johnstone & Co.**  
The Wine Merchants of the East

**NAPIER JOHNSTONE'S**

"SQUARE BOTTLE"

**WHISKY.**

UNVARIED FOR OVER  
**150 YEARS.**

THE SAME TO-DAY AS IN  
**1745.**

**BEWARE OF IMITATIONS.**

SOLE AGENTS IN HONGKONG  
**LANE, CRAWFORD & CO.,**  
and from ALL WINE MERCHANTS.

**FREE COUPON**  
Entitling Anyone with  
**RHEUMATISM**

To receive prepaid our celebrated Treatise, "The Cause and Cure of Rheumatism," illustrated in colours.

Name

Address

Only one book to one address.

If you have Rheumatism, cut out the above Coupon and send it to us with your name and address plainly written on the blank lines. Return post will bring you our celebrated book, "The Cause and Cure of Rheumatism," explaining the wonderful treatment which is curing so many thousands of Rheumatic sufferers. This treatment we call Magic Foot Drafte, and they are curing very bad cases of every kind, no matter how severe. They are curing cases of 30 and 40 years' suffering after doctors and baths and medicines had failed. Send us the coupon today and we will send you our Booklet and reading and thoroughly under-stand our treatment you will not hesitate to accept the offer we shall make you. Our faith is so strong that our treatment will cure you that we want you to write immediately for Booklet, so out the above coupon and send it to the Magic Foot Draft Co., China Agency, P. O. Box 384, Hongkong, China. Send no money, no stamps, just the coupon and we will send our Booklet by return of post.

[1341]

**Warm Days**

Living with their pleasures some discomforts. Then it is really refreshing to remove every trace of dust and perspiration by using

**Calvert's Toilet Soap**

and any day it is a good soap to choose for ordinary toilet use. Pure and cleansing, pleasantly perfumed and antiseptic—for 10% crystal carbolic is incorporated with it—you will find it not only excellent for the skin and complexion, but also a protection against contagion.

Your local Chemist or Store sells it in three tablet boxes.

**F.C. CALVERT & Co., Manchester, Eng.**

**FOR NERVOUS EXHAUSTION**

LOSS OF MEMORY and DEBILITY and to food the NERVES

**CHAPOTEAU'S PROSPERO-GLYCERATE OF LIME**

It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Insomnia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

**FOR SALE.**

**GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS.** Will turn ordinary lighting power by 25 per cent. without extra cost.

Apply—  
**MANAGER**  
"Hongkong Daily Press" Office  
Hongkong, 15th March, 1912.

## THE DEFERRED SHARE SYSTEM.

## SOME INSTANCES OF HUGE DIVIDENDS.

[BY A CORRESPONDENT OF "THE TIMES."]

The announcement of a dividend equal to 233 per cent. on the Deferred shares of the Strand Hotel Company is an interesting reminder of the fact that sometimes the Deferred share, which is so often the Cinderella of the investment market, is decked out by a fairy godmother in all the splendours of affluence. It serves also to remind us that there are more kinds than one of Deferred shares. There is the Deferred share that has to be content with the drags of a moderate distribution, and there is the Participating Deferred share that "goes halves" in the surplus profits of a superb prosperity. There is the Deferred share created by the process known as share splitting, and there is the Deferred share that owes its origin to the patient modesty of the founders of the company.

**STOCK AND SHARE SPLITTING.**

In the case of a railway stock, or an industrial share, the price of which has grown to an unwieldy size, market convenience may be a good reason for splitting it into Preferred and Deferred. The success of such a policy depends on subsequent conditions. Stocks or shares so dealt with do not always gain in dignity, or, what is more important, in investment attractiveness, by the operation. The Stock Exchange may welcome Deferred or "A" securities with varying and uncertain possibilities, because they add to the number of counters that encourage speculation; but it does not follow that the interests and convenience of the stockholders are correspondingly advanced. If to-day it were proposed for the first time to split Midland or South-Western Railway Ordinary, the proposal would not meet with unanimous support; indeed, it is by no means certain that it would not be rejected. The share that has risen to 10 or 20 times its face value is in a somewhat different category. When a share like Rio Tinto or Coats has appreciated to £60 or £70 as the result of large profits and consistently high dividends, there is a good deal to justify its division into several equal shares of a smaller denomination. This is not the same thing as splitting a railway stock into Preferred and Deferred, with a fixed dividend (if earned) for the former, and a generally more or less pitiful surplus for the latter.

**DEFERRED WITH PARTICIPATION.**

It is the Participating Deferred share that has the chance of securing the golden plums. As a rule its capital risk is insignificant in comparison with the richness and rarity of its fruits. Such a share entitled to the surplus or even to a half of the surplus profits is an excellent and often a magnificently beneficial opportunity for capitalists who speculate in contingent remainders. It is not always, however, a fair arrangement for the Preferred Ordinary shareholders, who have subscribed the bulk of the capital. Let us take a possible instance. Say the Preferred Ordinary shares in a company amount to £100,000, and the Deferred Ordinary to £50,000; that the former are entitled to preferential distribution of 10 per cent. and one-half of the surplus, and the latter to the other half of the surplus; then, if the divisible profit for the year is £20,000, the Preferred will get £15,000, or 15 per cent., and the Deferred will get £5,000, or 10 per cent. This does not seem equitable, having regard to the obvious fact that but for the subscriptions of the Preferred Ordinary shareholders there would probably not have been a company at all. It is, of course, likely that the Participating Deferred holder may have to wait for two or three years before he gets anything. He may have to watch the Preferred getting dividends which, though not exceeding 10 per cent., or whatever the stipulated rate may be, show no available surplus for him. He has to wait his time, and there is the chance—a chance frequently realized—that his turn will never come. He must bow to the conditions of precedence to which he has tacitly agreed. For thus consenting to take a place "below the salt" he is undoubtedly entitled to special consideration. The question is if the consideration is not in certain notable instances disproportionate to his services and his contribution.

**PROFITABLE DEFERRED SHARES.**

Here is this case of the Strand Hotel Company. The Deferred shareholders have been extraordinarily fortunate. The fact that the shares are what is called "privately held" does not affect the position one whit. Nothing is implied against the good faith of these favoured holders. The conditions were set forth when the company was formed and duly stated in the prospectus, and were assented to automatically by the Preferred shareholders as conditions by which they were bound. The company which owns the Strand Palace Hotel has an Ordinary capital of £135,000, consisting of £130,000 Participating Preferred Ordinary and £5,000 Deferred Ordinary. The Preferred are entitled to a non-cumulative 7 per cent. and one-half the surplus profits, and the Deferred to an equivalent amount and then to the remaining half of the profits. The distribution to the former for the period ended in 1910 was 9.295 per cent., for the year 1910-11 it was 9 per cent., and for 1911-12, it is 9 per cent.; and the dividends on the Deferred shares for the same periods were 241 per cent., 233 per cent., and 233 per cent. respectively. Thus the amount allocated to the Deferred £5,000 is considerably over £35,000 for three years. These shares, of course, were never offered for public subscription.

It will be remembered that in the case of Harrod's Stores the Founders' shares became so valuable that a separate company was formed to deal with them. D. H. Evans & Co. is another example of highly profitable results for the Founders' shares, £2,000 in amount. The following dividends have been paid:—1906-7, £10; 1907-8, £11; 1908-9, £10 10s.; 1909-10, £7 17s.; 1910-11, £5 5s.; and 1911-12, £9 5s., making an aggregate of 4,595 per cent. in six years! Then there is the Maypole Dairy Company, with its curiously arranged capital account. As issued it amounts to £553,000, consisting of 1,800,000 Preferred Ordinary shares of

## WM. POWELL, LTD.

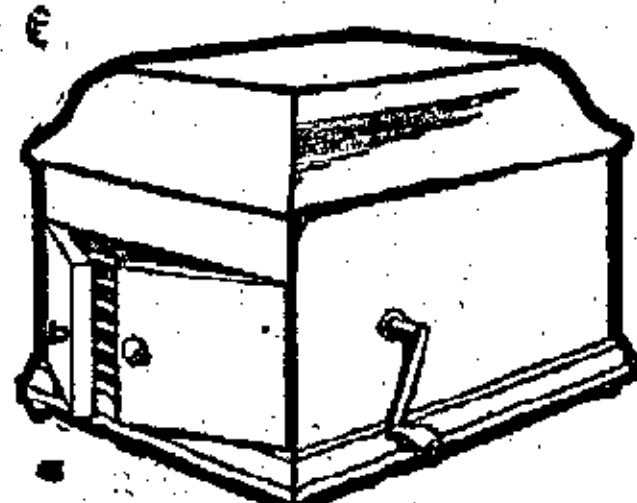
TELEPHONE 246.

## XMAS BAZAAR

— NOW OPEN —

DOLLS, FUR ANIMALS,  
MECHANICAL TOYS,  
GAMES, BALLS,  
CRACKERS,  
SWINGS, TRICYCLES,  
DOLL CARRIAGES, ETC.  
**TOY LAND.**

NEW RECORDS



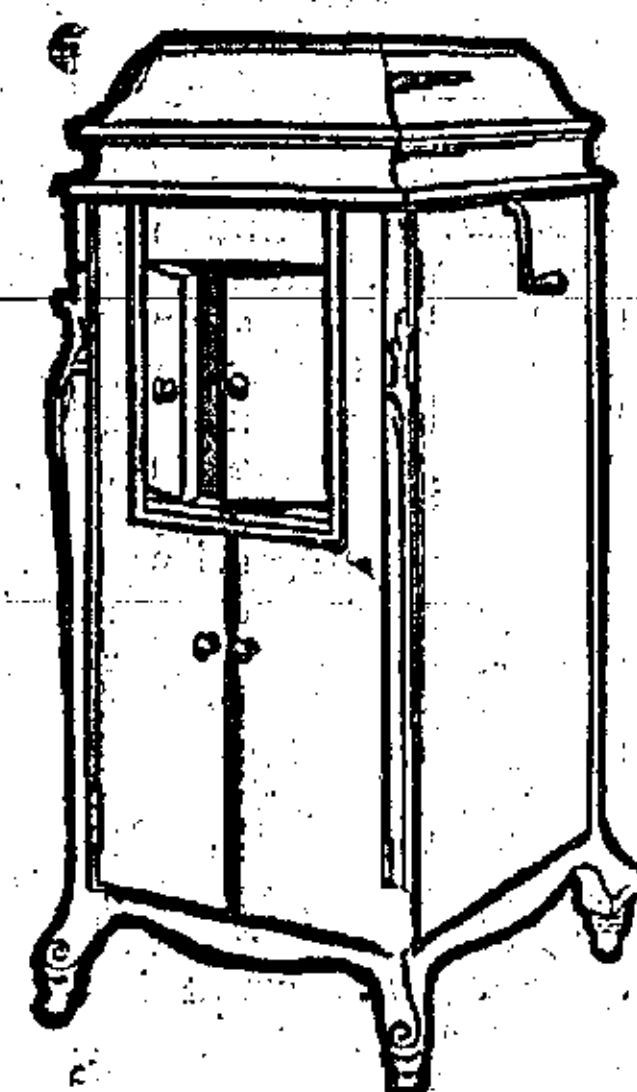
PRICES

FROM

\$35

TO

\$345



No matter how much or how little you want to pay for a Christmas gift, you won't get anything that will give so much pleasure as a Victor or a Victor-Victrola.

There's one of these instruments at a price to suit every purse, and we'll arrange easy terms if desired.

Stop in any time and we'll gladly play any Victor music you want to hear.

**S. MOUTRIE & Co.,**  
LIMITED,  
EXCLUSIVE DISTRIBUTERS.



PRICES

FROM

\$35

TO

\$345



NEW RECORDS

5s. each, entitled to a cumulative dividend of 20 per cent., and 1,850,000 Deferred Ordinary of 2s. each, entitled to the whole of the surplus profits after payment of the 20 per cent. to the Preferred and placing £10,000 to reserve. These capital provisions are the result of more than one conversion of subdivision, and were of course accepted by the different classes of shareholders. The 2s. shares have had a remarkable career, as the following record of the dividends will show:—1907, 33 1/2 per cent.; 1908, 62 1/2 per cent.; 1909, 55 per cent.; 1910, 125 per cent.; and 1911, 200 per cent.

**SOME DISADVANTAGES OF THE METHOD.**

The feelings provoked by the inequality in the two kinds of Ordinary capital are accentuated when, as is sometimes the case, the more profitable shares have been issued to vendors or promoters as fully paid. In a number of comparatively recent picture theatre companies the Deferred shares are really Founders' shares, for which no cash consideration has been ever paid to the company; yet they are reaping by far the more bountiful harvest and will continue to do so as long as this form of entertainment attracts the public. The holder on these terms reaps where he has not sown. Moreover, he often enjoys and exercises voting powers that practically override the Preferred holders and exclude them from any effective control of the property for which they have found the capital. We do not classify these ventures in the same category as the respectable companies already named; and in many cases Deferred Shares are rightfully issued to and held by those who have built up the business and are keenly interested in its prosperity. The case of the picture theatres, however, indicates the dangers that may be connected with this method of capitalization, and that the Deferred Ordinary share may be a pitfall for the unwary.

**THE NEW FRENCH REMEDY, No. 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.**

**Van Houten's Cocoa**

For Breakfast, Lunch and Supper.

Your table is incomplete without it.

Ask your grocer for a sample.

**QUEEN MARY and KING GEORGE**

CHOCOLATES in Tins.

NEW CONSIGNMENT.

**WEISMANN, LTD.**



THE WESTMINSTER TOBACCO CO. are experienced manufacturers of the highest grades of Turkish and Virginian Cigarettes and the most select brands of pipe Tobaccos. We desire to call the attention of all lovers of a really first-class article to their productions.

Westminster-Virginia No. 22's.  
" No. 44's.  
" Smoking Mixture Tobacco.  
" Sliced Plug Tobacco.

**GARNER, QUELCH & Co.,**  
TELEPHONE 636. SOLE AGENTS. [128]

YOU ARE INVITED to come and inspect our fine Assortment of DOLLS, TOYS, and CHRISTMAS GOONS. Prices from 10 Cents upwards.

**GRACA & CO.**  
FEDDER ST. (Hongkong Hotel building) OVER 1,000 DOLLS IN STOCK.

## TO LET

## TO LET.

LARGE SUBSTANTIALLY-BUILT GODOWN, situated on Water Front, East Point.  
For further particulars apply Property Office JARDINE, MATHESON & Co., Ltd. Hongkong, 15th August, 1912. [195]

## TO LET.

LOGSFORD, No. 114, PEAK. Furnished or Unfurnished, from 1st January, 1913. 6 ROOMS.  
No. 21, SHELLEY STREET.  
No. 6, DES VEX VILLAS, 53, THE PEAK, from 1st March, 1913. Premises will be thoroughly repaired, painted and colourwashed.  
68, MOUNT KELLET, Partly Furnished, immediate possession to 31st May, 1913.  
From 1st February, 1913, MERION, No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS.  
For Sale. "GLENSHIEL," 124 and 125, Barker Road, close to Tram Station.  
For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.  
Apply to— LINSTAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 15th December, 1912. [122]

## TO LET.

ON 2nd FLOOR, No. 2, PEDDER STREET, ONE-ROOMED OFFICE.  
Apply Property Office JARDINE, MATHESON & Co., Ltd. Hongkong, 23rd May, 1912. [733]

## OFFICE TO LET.

1ST FLOOR, very central, One Large and One Small Room, Small Godown.  
Apply— C. E. A., Care of "Daily Press" Office, Hongkong, 20th November, 1912. [1330]

## TO LET.

SHOP in ALEXANDRA BUILDINGS.  
Apply— A. S. WATSON & Co., Ltd., Alexandra Building, Hongkong, 27th November, 1912. [1354]

## TO LET.

GODOWN, No. 94b, Praya East, Wanchoi, from 1st January, 1913.  
Apply to— KWONG SANG HONG, LTD., 248, Des Vaux Road Central, Hongkong, 6th December, 1912. [1390]

## TO LET.

OFFICES in KING'S BUILDING GODOWN, 102, Praya East.  
Apply— THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 4th December, 1912. [121]

## TO LET.

TUCULUM, 136, Barker Road, furnished for one year from 1st March, 1913.  
Apply— LANE, CRAWFORD & Co. Hongkong, 2nd December, 1912. [1368]

## TO LET.

OFFICE in ALEXANDRA BUILDINGS.  
Apply— A. S. WATSON & Co., Ltd., Alexandra Building, Hongkong, 16th October, 1912. [1222]

## FOR SALE.

FOR IMMEDIATE DELIVERY,  
**TWO NEW STEEL STEAM TRAWLERS.**  
Completely fitted with Trawl Winch, Trawls Electric Light, etc.  
For Particulars, apply to— E. H. HUNTER & Co., Kobe, JAPAN. [1327]

## ON SALE

AT THE  
**HONGKONG DAILY PRESS OFFICE.**  
NEW AND UP-TO-DATE  
**PLANS OF THE SI-KIANG**  
OR  
**WEST RIVER.**  
PRICE ONE DOLLAR.  
Giving all the Important Towns as ready from CANTON TO WUCHOW



## WEATHER REPORT.

On the 11th at 11.10 a.m.—The anti-cyclone has weakened slightly. Otherwise conditions remain practically unchanged.

The monsoon will moderate to the north of Foochow, but remain fresh over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at 10 a.m. to-day is as follows:

DISTRICT	FORECAST.
Hongkong & Neighbourhood	Strong N.E. gale moderating.
Formosa Channel	The same as Hongkong and Lamooka.
South coast of China between Hongkong and Lamooka	The same as Hongkong and Lamooka.
South coast of China between Hongkong and Hainan	The same as Hongkong and Lamooka.
N.E. winds, moderate to fresh; fine.	

## CHINA COAST METEOROLOGICAL REGISTER.

11th DECEMBER, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Vicstock	7.30	52.7	58	—	—	—	—
Nansu	6.1	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Kobe	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Oshima	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Ishijima	—	—	—	—	—	—	—
Bonin Is.	—	—	—	—	—	—	—
Chefoo	—	—	—	—	—	—	—
Weihowai	—	—	—	—	—	—	—
Hankow	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Shanghai	—	—	—	—	—	—	—
Guthrie	—	—	—	—	—	—	—
Sharp Peak	—	—	—	—	—	—	—
Amoy	—	—	—	—	—	—	—
Swatow	—	—	—	—	—	—	—
Taihekou	—	—	—	—	—	—	—
Tsichu	—	—	—	—	—	—	—
Taiwan	—	—	—	—	—	—	—
Koshun	—	—	—	—	—	—	—
Pescadore	—	—	—	—	—	—	—
Xanton	—	—	—	—	—	—	—
Hongkong	—	—	—	—	—	—	—
Vic. Peak	—	—	—	—	—	—	—
Gray Peak	—	—	—	—	—	—	—
Macao	—	—	—	—	—	—	—
Wachow	—	—	—	—	—	—	—
Hakow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phalien	—	—	—	—	—	—	—
Tourane	—	—	—	—	—	—	—
C. St. James	—	—	—	—	—	—	—
Apurri	—	—	—	—	—	—	—
Manila	—	—	—	—	—	—	—
Legaspi	—	—	—	—	—	—	—
Bacolod	—	—	—	—	—	—	—
Iloilo	—	—	—	—	—	—	—
Cebu	—	—	—	—	—	—	—
Cabuan	—	—	—	—	—	—	—

T. F. CLAXTON, Director.

Hongkong Observatory, 11th December, 1912.

1. BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the quantity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, by blue sky, a detached cloud, drizzling rain, fog, gloomy, hail, lightning, or various, a passing shower, a squall, rain, snow, thunder, visibility, view, wet.

7. RAIN in inches, tenths and hundredths.

8. HAIL in inches, tenths and hundredths.

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## SCIENTIFIC MISCELLANY.

MARVELLOUS FORCES TO BE DISCOVERED.

The existence of some new forces as yet unknown is suggested by Prof. E. E. Barnard, of the Yerkes Observatory, as the most plausible explanation of new or temporary stars. In about 20 well-authenticated instances, stars have suddenly shone out and then gradually faded away. Nova Persei, which appeared in February, 1901, increased at least 25,000-fold in three days, becoming for a few hours the brightest star in the sky except Sirius, and a month later was barely visible to the naked eye. Such stars are usually regarded as the result of collision. But Barnard finds that a star plunging into one would slowly brighten for years or ages; and the better theory of a collision of two stars is also unsatisfactory. Photographs showed a nebula spreading outward from Nova Persei at 2,000 miles a second if no farther from the earth than the nearest star at a much greater rate at the greater probable distance away. Kapteyn suggested that the nebula was not growing; it was being progressively illuminated from the central explosion at the velocity of light; but the pictures prove that distinct points on the nebula were really travelling.

RADIUM-COLOURED GEMS.

Sapphire is among the gems most affected by radium rays. In many experiments, Dr. A. Mische has found that pale stones, chiefly from Ceylon, are much changed in 12 to 24 hours, yellow being deepened, colourless turned to golden, and pale blue made yellowish-green—but in a month or two the natural colour is resumed. Deep blue stones are changed not at all or slowly, passing through violet to greenish, then to dirty dark green in ten days, the change being permanent.

SOIL STERILISING.

In the partial sterilization experiments of J. N. Harvey, an English gardener, steam at 80 pounds is forced through soil 15 minutes, four or five carloads being treated in a day. In the treated soil the yield of tomatoes was increased 80 per cent.

GERMS FED BY PUTRID GASES.

The ancient idea that putrid gases or miasma produce disease has been forgotten in the last half-century or so in the discoveries of microscopic organisms as the cause of various infections, but Dr. A. Trillat, of the Pasteur Institute of Paris, has shown that the vitiated air may play an indirect part, after all. In a lecture at the University of Geneva, he has made known experiments proving that the composition of the air has much influence on these infections, the development of germs of plague and diphtheria being surprisingly stimulated in the presence of slight traces of putrid gases. This was first demonstrated in the laboratory, but afterward appeared under natural conditions when like bacteria were exposed in the open air near sewers, marshes, and other sources of bad odours. A change in methods of disinfection is likely to be found necessary, although it is not supposed that any gas affects all disease germs in the same way. It was Dr. Trillat who suggested that milk souring and meat putrefaction in thunderstorms are not due to acid formed by the electrical discharges, but are caused by gases released from the soil as a result of the low air pressure accompanying storms.

SCIENTIFIC MARKETING.

Better food is the new agent of British health officers for dealing with consumption and other troubles. In their initial course of lectures in London, the hygienic preparation of foods is to be considered, with special reference to the needs of the sick poor and persons predisposed to consumption, and it is to be explained how inexpensive non-vegetarian foods are available for those who know how to use them. Something like a science of marketing for persons of small means is promised.

AN OLD MUSEUM.

A museum dating from 756, now opened only one day of each year, is a wonder of Nara, Japan's former capital. One of the few Europeans who have visited it—Dr. Otto Kummel, of the Berlin Museum of Ethnology—states that its 3,000 articles include some of the world's most beautiful lacquer ware, decorative furniture, cambric-like fabric, and other ornamental work. These articles were all produced before the year 756.

AIR-RAIL SAND-MAKING.

Sand from the blast-furnace, made by the action of water on the molten slag, has been much used in cement making, but a new air-granulating process is claimed to yield a much better product, as it contains no water and is two and a half times as dense. Of this sand 100 tons a day has been made at a German iron works for more than a year. The manager of the works, G. Jantzen, states that the slag passes from the furnace through a spout to a revolving iron drum about 45 feet long and 6 feet in diameter. The outer surface of the drum is kept cool by a flow of water, and as the slag enters, a blast of compressed air sprays it against the inner surface of the drum, breaking it up into a shower of particles that are cooled and solidified by the contact. Stationary scrapers prevent the formation of lumps. The slag is not only useful for cement but the sand produced is very desirable for many other purposes.

DESERT TRANSPORTATION.

The desert vehicle with which French army officers have been experimenting in Algeria has the form of a sledge on wheels, and with an air propeller driven by a 50 horse-power engine, it has traversed the desert sand at the rate of 12 to 18 miles an hour. Grades of 1 to 5 are easily climbed. This new type of carriage is still in an early stage of evolution, however, and among the proposed features is a set of wings, designed to give it power to leap over mounds and other obstacles. Whatever may be its final form, the power-driven vehicle will mark a transformation in desert travel.

"SICKNESS" OF ALUMINUM.

A "sickness" of aluminum, similar to that of tin, has been investigated by French and German chemists. Prof. Heyn and Bauer have concluded that

## INTIMATIONS

# Remington

## Typewriter

IS THE

### PERPETUAL PIONEER



The No. 10 and No. 11 VISIBLE REMINGTON MODELS are the latest expressions of Remington leadership. They represent the sum total of all typewriter achievement—past and present.

They contain every merit that the Remington has always had, and every merit that any writing machine has ever had.

They contain, in addition, new and fundamental improvements that no typewriter has ever had; among them the space column selector, the first built-in tabulator and the first key-ster tabulator. These improvements are the latest contributions to typewriter progress, and they are Remington contributions—every one.

The Remington, the original pioneer in the typewriter field, is the present-day pioneer in all new developments of the writing machine.

## REMINGTON TYPEWRITER CO.

(INCORPORATED).

### SIEMSEN & Co., (MACHINERY DEPT.),

HONGKONG AND CANTON, General Agents for South China, Formosa, etc.

N.B.—Please write, and return of post will bring you free of charge an illustrated booklet, "Touch Method Typewriter Instructor," invaluable to all using a Typewriter Machine. [47-1]

## PAUL DOMMIER

VINTAGE 1900.

PRIVATE CUVÉE.

THE FINEST CHAMPAGNE OBTAINABLE IN THE COLONY.

AT THE PRICE:

PER CASE QUARTS (including duty).....\$38.00

## CALDBECK, MACGREGOR & CO.,

differing electric tension may develop in two strips rolled together, and suppose that exposure to any salt solution sets up electric currents, the harder rolled portion serving as the positive electrode and being decomposed. To their proposed remedy of heating to about 850 deg. F., it has been objected that this would probably soften the aluminum and make it less durable.

### FASHIONS AND FANCIES.

WOMAN AND THE CAR.

With the great show on at Olympia all the talk this week is of motor cars and their appliances. Gradually during the last few weeks there has arisen a craze for very brightly-colored cars. Lady Juliet Duff has one in canary-yellow, and another member of the wealthy classes goes about in a car of very bright, aggressive blue. To those of vivid green we have become accustomed by degrees, and, perhaps, if a bright colour must be chosen, green is one of the very safest. The bright blue car turns its occupants sallow, sometimes livid. One of the preoccupations of the toilet at the present moment is to make up the hair and complexion to the colour of the car. The care of good looks has always been an absorbing and a difficult business, and a clever maid is now, than ever (if possible), sought after for she is an adept in all the secrets of "toning up," whether to a wallpaper, the cretaceous of a morning-room, or the mysteries of a daylight and an evening complexion. The millionaires who were given a set of magnificent emeralds in despair until she found one of these experienced and clever women, who speedily "arranged" her colouring to suit the costly stones.

THE SELF-STARTING CAR.

Women have crowded round the self-starting cars during the exhibition, and some have been heard to deplore the fact that the machinery is very costly. At the same time, it is obvious that women are less equipped than men for jumping out and twisting the handle which puts the starting-gear in readiness for motion. And, after all, the question of cost does not seem to hinder the upper-class woman of to-day from obtaining whatever she may fancy. It is one of the wonders of society that, however expensive may be the newest thing in luxuries, it is acquired somehow by all who have any pretensions to be smart. Even two years ago the price of a new car was fairly prohibitive, but now that no one who does not possess one can claim to be "in it," why, of course, everybody possesses one. How it is done is one of those mysteries that beat the most perspicacious among us.

THE KIMONO SLEEVE.

The kimono sleeve has never had our suffrages. Both Xanthippe and mystic have always regarded it as clumsy, unfinished-looking, and awkward in wear. Our disapprobation has evidently not in the least affected the prosperity of the thing; in fact, it is now clumsier, uglier, and more cumbersome than ever. What used, in the days of old, to be called an armhole now extends from the top of the shoulder to the waist. It is really big enough to go round the waist. By degrees the sleeve grows narrower until it is quite tight at the wrist. This is the broad-sleeve of the moment. The new broad-sleeved velvets are very fashionable for coats, whether short or long. They are in all the smartest colours. The hypercritical might say that the patterns of the brocades are rather large, but, all the same, it is the short women who blithely choose these large patterns, seeming to be unaware that they have the effect of diminishing the apparent height of the wearer. A very telling coat of the kind is in sulphur-coloured velvet, almost yellow in the raised parts, the whole trimmed with skunk, the fur forming a flat collar, a waist-band and cuffs.

IN THE HAIR.  
The latest hair ornament is an asprey trained into the form of a query mark, and standing straight up in the air. At the Guildhall banquet on Saturday night Mrs. Asquith wore an enormous brush standing straight up at the side of her head. There was no suggestion of the query in this, nor indeed any novelty, but it shows that the aggressive form of hair ornament is still adopted by some. Oh, that it could be made to disappear from opera house and theatre before next season begins! Nor has it even the charm of being becoming. On the contrary, it is frequently grotesque. The latest idea on hats is to wear two of these brushes, one at each side. This is piling Pelion on Ossa. One has always been enough.

THE NEW BLOUSES.  
There is one thing noticeable about the new blouses, and that is, that at least nine-tenths of them are made to fit the normal waist. It seems to be quickly coming back into fashion. Many smart afternoon blouses are embroidered in crystal beads, or in fine bugles and pearls. The embroidery covers the front and finishes off in a single line the uncollared neck. The sleeves are trimmed to match. In black nylon this blouse can be worn over any colour, and here bright emerald-green comes in useful, and in fact any colour can be worn under it. White comes out rather well. Evening blouses are more elaborate, and they are as often Empire-waisted as otherwise. All the same, the normal waist is steadily and surely returning to favour. Physicians say that it will bring back tight lacing with it. Poor dear men! Little do they guess that the Empire-waist necessitates (or smart women think so) pressure where it is far more injurious than it could possibly be at the waist proper.

THE FUR SEASON.

The smart fur season begins at the end of September, when every woman of the thousands who live for dress thinks herself almost disgraced if she appears out-of-doors without furs. For the more sensible members of our sex the fur season began about a week ago, when the wind went into the north and the sky began to sulk and covered itself with dull grey blankets. A whole book could be written about the common sense of furs, or rather the lack of common sense that is shown about them. On a very cold morning a furcoat is worn. After lunch it is a degree or two warmer, and the fur coat is thrown off, and a cloth one substituted for it. What is the result? A bad cold. And as to the stole, it is the cause of many sore throats. But there is no use in preaching about health, for the smart woman seems to regard any such considerations as quite beneath her attention.

It seems odd that so few should realise that dark furs are much more becoming than light, that is, to the average Englishwoman. Sable, mink, black fox, make her complexion look its very best, whereas ermine, white fox, miniver, and squirrel have exactly the contrary effect. The newest way of wearing the stole is to put the middle of it on in front, pass the ends over the shoulders, crossing them at the back, and bringing them forward again under the arms. Even fur capes with their rounded or pointed backs are worn in this fashion, certainly very warm and comfortable, though slightly unorthodox. Still, warmth is the great reason d'être of furs, and those who have discovered and constantly practised this new method are to be congratulated on their common sense.

THIS SEASON'S MUFFS.

They are preposterously large, unwieldy and very trying to a slim, straight figure, which they do their very best to conceal, however they may be carried. A very pretty costume of pale yellow cloth trimmed with chinchilla was quite spoiled by the immense muff in which the wearer buried her arms to the elbows, completely destroying the charm of her otherwise pretty silhouette. It may be mentioned that a very sensible stole was worn with that yellow cloth bordered with some three inches of chinchilla all round. X. and Z. in the Globe.

## NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"HIMALAYA,"  
Arrived Hongkong on 5th December, 1912,  
FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLASS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, 5th December, 1912. [1]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"PERA,"  
Arrived Hongkong on 5th December, 1912,  
FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLASS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date



# "THE BIG 4" of the PACIFIC MAIL S.S. CO.

<b>MONGOLIA</b> 27,000 tons, twin screws.	<b>COMFORT.</b>	From HONGKONG calling at SHANGHAI, NAGASAKI,
<b>MANCHURIA</b> 27,000 tons, twin screws.		Kobe (via Inland Sea),
<b>KOREA</b> 18,000 tons, twin screws.	<b>SAFETY.</b>	YOKOHAMA and HONO-
<b>SIBERIA</b> 18,000 tons, twin screws.		LULU (the Paradise of the
<b>NILE</b> ... 11,000 tons.	<b>SPEED.</b>	Pacific) through Service via
<b>CHINA</b> ... 10,200 tons.		NEW YORK to Europe.
<b>PERIA</b> ... 9,000 tons.		

PASSENGERS HOLDING THROUGH TICKETS HAVE THE PRIVILEGE  
OF TRAVELLING BY TRAIN BETWEEN KOBE AND YOKOHAMA,  
FREE OF CHARGE.

## SOME FEATURES OF SERVICE.

**Lights and Fans**  
Individual Electric Reading Light in each berth and  
Electric Fan in each Stateroom under passenger's control.  
Is installed on deck for salt water plunge. Bathing  
suits on board.

**Band**  
Filipino string Band Concerts each afternoon and evening and also during  
Tiffin and Dinner.

**Cuisine**  
The Cuisine is under the direct supervision of one of the World's most  
famous caterers.

**Games and Amusements**  
Deck Games, such as Quizzes, Shuffle-  
board and all kind of gymnastics sports,  
are arranged during the voyage, as well as indoor Amusements, such as Musical Entertain-  
ments. Dances and Masquerade Ball on deck are also arranged to while away the time.

**Wireless and Submarine Signal Service**  
The most powerful Wireless Telegraph apparatus is installed on all Steamers.  
Submarine Signalling is also used as an additional measure of safety.

**Bilge Keels**  
Are fitted to the Ships to prevent rolling at sea, thus ensuring  
steadiness and constant comfort.

**The Cost:**  
is not more by this route with its unrivalled opportunities  
than by any other route. For a return ticket to London  
the cost is but £120, including berth and meals across America. To San Francisco  
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE  
First Class accommodations are provided for £43 to London (return ticket £74)  
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular  
or Civil Service, on application.

STEAMERS.	Tons	Starting	TUESDAY	17th Dec.	at 1 P.M.
MANCHURIA	27,000	...	TUESDAY	31st Dec.	at 1 P.M.
NILE	11,000	...	TUESDAY	7th Jan.	at 1 P.M.
MONGOLIA	27,000	...	TUESDAY	28th Jan.	at 1 P.M.
PERIA	9,000	...	TUESDAY	4th Feb.	at 1 P.M.
KOREA	18,000	...	TUESDAY	18th Feb.	at 1 P.M.
SIBERIA	18,000	...	TUESDAY	25th Feb.	at 1 P.M.
CHINA	10,200	...	TUESDAY	4th Mar.	at 1 P.M.
MANCHURIA	27,000	...	TUESDAY	4th Mar.	at 1 P.M.

LET US PLAN AN ITINERARY FOR YOU.  
KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.  
**FRED J. HALTON, AGENT.**

Panama-Pacific International Exposition—San Francisco—1915

# THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER, B.C.

SEATTLE & TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRIAGE CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS.

STEAMER	SAILING
DOCKLEY	On 17th Dec.

be followed by other Steamers of the Company at regular intervals.  
King at AMOY and KEELUNG it sufficient inducement offers.  
BANK LINE Steamers are of the Newest Design, have most Commodious  
Accommodation, and are fitted with Electric Light and Wireless Telegraphy.  
Local Parcel Express to America and Canadian Points.  
Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL.

## NEW YORK LINE.

REGULAR SERVICE FROM

JAPAN, HINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.

Operated by Steamers of the

AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.

NEXT SAILING:—  
S.S. "SCHILLER" (A. & O. Line) ... On 30th December.

For Rates Freight, and Further Particulars, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## AFRICAN LINES.

### ORIENTAL AFRICAN LINE.

Regular Dire Service from JAPAN, CHINA AND STRAITS to BEIRA,  
DELAGOA BAY, URBAN, EAST LONDON, PORT ELIZABETH AND CAPE  
TOWN, calling MAURITIUS if sufficient inducement offers, and affording the  
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNER" ... 3,000 tons ... Middle of February.

A regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## INDIAN AFRICAN LINE.

Cargo carried through Bills of Lading from HONGKONG to BEIRA,  
DELAGOA BAY, URBAN (Natal), EAST LONDON, PORT ELIZABETH AND  
CAPE TOWN, transhipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.

PROPOSED SAILINGS.

ON HONGKONG:

FROM COLOMBO:

21st Dec Connecting with S.S. "KATANGA" 10th Jan.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

[42-43-44]

# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.		CANTON TO HONGKONG.	
THURSDAY, 12TH DECEMBER, 1912.			
8 a.m. "FATSHAN"	10 p.m. "HEUNGSHAN"	8 a.m. "HONAM"	5 p.m. "KINSHAN"
FRIDAY, 13TH DECEMBER, 1912.			
8 a.m. "KINSHAN"	10 p.m. "FATSHAN"	8 a.m. "FATSHAN"	5 p.m. "HEUNGSHAN"

**HONGKONG-MACAO LINE.**  
S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.  
HONGKONG TO MACAO.  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 15TH DECEMBER.

The Company's Steamship  
"SUI AN"

Will depart from the WING LOK STREET, WHARF at 9 a.m. and return  
from Macao at 5 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,  
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE  
INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 598 tons, and S.S. "NANNING," 569 tons.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and  
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.  
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
Company's direct steamers "LINTAN" and "SANGU." These vessels have superior  
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

# AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE,  
via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.  
S.S. "AFRICA," 8,800 tons, will leave as above on 19th Dec., at 5 P.M.  
S.S. "KOERBER," 9,900 tons, will leave as above on 19th Jan., at 5 P.M.  
Cheap rates, Hongkong-Trieste, Venice, £80 1st, £36 2nd, £19 3rd Class.  
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN  
TO SHANGHAI.

S.S. "KOERBER," 9,900 tons, will leave as above on 5th January, at D'light.  
Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.  
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.  
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.  
MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME AND VENICE, via  
SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.  
S.S. "PERIA," 12,500 tons, will leave as above about 31st December.  
S.S. "VORWAERTS," 12,900 tons, will leave as above about 1st Feb.  
to YOKOHAMA, KOBE via SHANGHAI.  
S.S. "VORWAERTS," 12,000 tons, will leave as above about 30th Dec.  
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 1st Feb.  
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.  
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black  
Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,  
Hongkong, 5th December, 1912. Prince's Building. [155]

# SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
DESTINATION STEAMERS TONS DATES OF SAILINGS.  
COPENHAGEN and "CANTON" ... 6,500 ... On 15th Jan.  
BALIC PORTS ...  
For Freight and Further Particulars, apply to  
ARTHUR NILSSON & CO.,  
YORK BUILDINGS, TOP FLOOR.

# SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC  
WESTERN PACIFIC  
DENVER AND RIO GRANDE

TRANS-CONTINENTAL  
TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.  
S.S. TENYO MARU ... 21,000 tons.  
S.S. CHIYO MARU ... 21,000 tons.  
S.S. SHINYO MARU ... 21,000 tons.  
AND  
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA AND JAPAN PORTS and  
HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket,  
baseball, dances and free newspaper containing World's happenings by wireless.

## WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western  
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver  
WITHOUT CHANGE.  
Through Standard Sleepers.  
Through Tourist's Sleepers.  
Dining Cars—Observation Cars.  
Electric Lights—Electric Fans, Union Depots.  
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the  
Sierras—Feather River Canon—and the Royal Gorge of Colorado.  
Convenient connections at Chicago with trains for New York Transatlantic Steamers  
and other Eastern points.  
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for  
Ticket form No. 526.

C. LACY GOODRICH,  
GENERAL ORIENTAL AGENT,  
17, WAITE STREET, YOKOHAMA,  
AND KING'S BUILDING, HONGKONG.

# THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address—"DOCK," Yokohama

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. I. and Watkin's

DRY DOCK DEPARTMENT:—Telephones Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.  
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material  
including tall shafts are kept in stock. Two powerful tow boats, floating derrick to  
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,  
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.  
WAREHOUSE DEPARTMENT:—  
105 buildings, principally of brick and of 355 entrances. 15 buildings are private  
bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.  
Custom-house brokerage and insurance undertaken. Rates moderate.  
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.  
[8706]

# R.M.S. "DUNOTTAR CASTLE."

THE above Steamer of 5,687 Tons Register and Classed 100 A.I. at Lloyd's, having  
Superior First Class Passenger Accommodation, fitted with Wireless Telegraphy,  
Electric Fans in all Staterooms and carrying First Class Passengers only. She will  
arrive here on THURSDAY, January 2nd, and sail for SINGAPORE, PENANG,  
RANGOON, CALCUTTA, MADRAS, COLOMBO, BOMBAY, SUEZ (for CAIRO),  
PORT SAID, MESSINA and MARSEILLES on MONDAY, January 6th, 1913.  
A number of vacant First Class Berths are Available at Moderate Rates, and special  
accommodation can also be booked if required. For further particulars please apply to—

JARDINE, MATHESON & Co., LTD.

Hongkong, 13th November, 1912.

AGENTS.

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# PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Hilo and Cebu	On 17th Dec., 4 P.M.
ZAFIRO	4000	Cross	Manila, Mangarin, Hilo and Cebu	On 27th Dec., 4 P.M.

For Freight or Passage, apply to  
HONGKONG, 9th December, 1912. SHEWAN, TOMES & Co., General Managers,  
PHILIPPINES S.S. Co. [113]

# BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

## WESTWARD.

S.S. "JAPAN," 6,013 tons, Captain C. P. Addon, will be despatched  
for SINGAPORE, PENANG, RANGOON and CALCUTTA on 12th Dec. at 1 P.M.  
The above Steamers have excellent Saloon accommodation for Passengers and are fitted  
with all modern conveniences and carry a duly qualified surgeon.  
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,  
AGENTS.

[1892]

# NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN	"LUETZOW," Capt. J. BORTFELD.	17,300	Wed'ay, 25th Dec., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"KLEIST," Capt. L. MAASS.	17,000	About Friday, 13th Dec.
MANILA, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. BRUNER.	6,100	Saturday, 28th Dec., at 9 A.M.
KOBE and YOKOHAMA	"COBLENZ," Capt. L. KLUGKIST.	6,100	About Tuesday, 7th Jan.
KUDAT and SANDAKAN	"BORNEO," Capt. F. SCHMIDT.	5,000	Middle of Jan.

All the Steamers of the European Line are fitted with Wireless Telegraphy  
New System of Telefunken.  
For Further Particulars apply to

NORDDEUTSCHER LLOYD,  
MELOCHERS & Co.,  
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 12th December, 1912.

# PASSENGER SEASON 1913. NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE

STEAMSHIP	DISPLACEMENT.	ON FEBRUARY 4TH.
"GOEBEN"	17,300 tons	ON FEBRUARY 19TH.
"BREMEN"	21,000	ON FEBRUARY 19TH.
"DERFFLINGER"	17,250	ON MARCH 4TH.
"PRINZ EITEL FRIEDRICH"	16,000	ON MARCH 19TH.
"YOROK"	17,000	ON APRIL 1ST.
"PRINZESS ALICE"	20,300	ON APRIL 16TH.
"LUETZOW"	17,300	ON APRIL 29TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE  
FROM HERE TO SINGAPORE.  
CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON  
TO LAND PASSENGERS.  
All the Steamers of the European Line are fitted with Wireless Telegraphy.  
(System Telefunken.)  
EARLY BOOKING RECOMMENDED.  
For Further Particulars, apply to

MELOCHERS & Co., GENERAL AGENTS.

Hongkong, 21st September, 1912.

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## SHIPPING

## ARRIVALS.

ASKOLD, Russian cruiser, 14,000, Jenko, 11th December—Shanghai.  
 CEYLON MARU, Japanese str., 3,142, M. Togawa, 11th December—Singapore  
 3rd December, General—Nippon Yusen Kaisha.  
 CHENAN, British str., 11th December—Canton.  
 DAIGI MARU, Japanese str., Y. Somakawa, 11th December—Tamsui 8th December, General—Osaka Shosen Kaisha.  
 EMPIRE, British str., 2,843, W. G. McArthur, 10th December—Kobe 5th December, General—Gibb, Livingston & Co.  
 HAIYANG, British str., 1,563, A. E. Hodgins, 11th December—Swatow 10th December, General—Douglas, Laprak & Co.  
 HADIS, Norwegian str., 1,035, J. Jorgensen, 10th December—Sourabaya 20th November, Sugar—Order.  
 KURIST, Russian str., 2,000, Padalka, 11th December—Vladivostok 2nd December, General—Russian Volunteer Fleet.  
 KUTSANG, British str., 3,109, R. C. D. Bradley, 10th December—Singapore 4th December, General—Jardine, Matheson & Co.  
 SHANAI, British str., 1,223, Simons, 11th December—Haiphong 9th December, General—Butterfield & Swire.  
 YATSHING, British str., 1,424, R. Y. Anderson, 10th December—Moji 5th December, Coal—Jardine, Matheson & Co.

## CLEARANCES.

## AT THE HARBOUR MASTER'S OFFICE.

December 11th.  
 INDO MARU, Japanese str., for Moji.  
 MARIE, German str., for Swatow.  
 RAINBOW, American cruiser, for Swatow.  
 SHANAI, British str., for Shanghai.

## DEPARTURES.

December 11th.  
 CHONGSHING, British str., for Tsingtau.  
 CHOYANG, British str., for Shanghai.  
 CLARA JENSEN, German str., for Canton.  
 DAIGO MARU, Japanese str., for Dairen.  
 DEYAWANG, German str., for Bangkok.  
 HAINUN, British str., for Swatow.  
 ICHANG, British str., for Shanghai.  
 KUMCHOW, British str., for Saigon.  
 KURICHOW, British str., for Canton.  
 NILE, British str., for London.  
 PITANOLK, German str., for Bangkok.  
 PRINCE WALDEMAR, German str., for Moji.  
 SINGAN, British str., for Haiphong.  
 TOO SUI, Chinese str., for Amoy.  
 TUNGTAI, British str., for Swatow.  
 TUNGSHING, British str., for Hongay.

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**  
 The T.K.K. str. *Chyo Maru* left Kobe on the 6th December, and is due in Hongkong via Manila on the 14th December.  
 The P.M. str. *Monopoly*, with the American mail, left San Francisco for this port via Honolulu, the Japan ports and Manila on the 30th November.  
 The T.K.K. str. *Nippon Maru* leaves San Francisco for Hongkong via usual ports on the 7th December, and may be expected here on the 3rd January.  
**THE AUSTRALIAN MAIL.**  
 The N.Y.K. str. *Yamato Maru* (Australian Line) left Sydney for this port on the 27th November, and is expected here on the 18th December.  
 The E. & A. str. *St. Albans*, from Sydney, etc., left Port Darwin on the 2nd December, for Timor, Manila and this port.  
**THE CANADIAN MAIL.**  
 The C.P.R. str. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 28th November, a.m.  
**THE GERMAN MAIL.**  
 The I.G.M. str. *Kleist*, carrying the German mails with dates from Berlin of the 13th November, left Singapore on the 8th December, at 8 a.m., and may be expected here on or about 12th December.  
**MERCHANT STEAMERS.**  
 The Swedish East Asiatic Co.'s str. *Canton* left Singapore on the 4th December, and is expected to arrive here today.  
 The str. *Loat* left Singapore on the 6th December, a.m., and is therefore due here on or about 12th December.  
 The P. & O. str. *Novara* left Singapore for this port on the 8th December, at 7 a.m., and is due here on the 13th December, at about 2 p.m.  
 The str. *Kanasa* passed the Suez Canal on the 3rd December, and is due here on or about 3rd January.

**INDO-CHINA STEAM NAVIGATION CO., LTD.**  
*Kumsang*, from Calcutta, is due in Hongkong 17th December.  
*Hopsang*, from Java, is due in Hongkong 12th December.  
*Suikang*, from Java, is due in Hongkong 13th December.  
*Kwangang*, from Shanghai, is due in Hongkong 13th December.  
*Namsang*, from Moji, is due in Hongkong 14th December.  
*Mausang*, from Sandakan, is due in Hongkong 14th December.  
**SHIRE LINE, LIMITED.**  
*Pembroke*, from London, is due in Hongkong 15th December.  
**INDIA LINE.**  
*Indramayo*, from New York, is due in Hongkong 23rd December.  
**BRITISH INDIA STEAM NAVIGATION CO., LTD.**  
*Upda*, from Singapore, is due in Hongkong 17th December.

## LATEST STEAMER MOVEMENTS.

The P.M. str. *Vile* will leave Yokohama for the usual Japan ports, Shanghai and Manila on the 12th December, between 10 a.m. and noon.  
 The H.A.L. s.s. *Liberia* left Shanghai on the 11th inst. a.m., and may be expected here on or about the 14th inst. p.m.  
 The Bank Line, Ltd., advise us that a telegram has been received from Yokohama stating that the Commander of the s.s. *Orie* had sent a wireless message to Yokohama advising that the *Orie* was 875 miles from Japan, where she expects to arrive on Friday evening, and that the steamer experienced heavy weather.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k," together with the number denoting the section.

SECTIONS.				TO BE DESPATCHED.		
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point			
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BIRTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, via USUAL PORTS OF CALL.	HIMALAYA	Brit. str.	—	H. G. Evans, R.N.E.	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP.	DENBIGHSHIRE	Brit. str.	—	C. H. Watkins, R.N.E.	JARDINE, MATHESON & Co., Ltd.	About 24th inst.
LONDON & ANTWERP.	SICKLA	Brit. str.	—	Deinat	P. & O. S. N. Co.	About 25th inst.
ROTTERDAM, BREMEN & HAMBURG & Co.	BRASILIA	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINE	On 9th Jan.
ROTTERDAM, BREMEN & HAMBURG & Co.	FUEBET BURELOW	Ger. str.	k. w.	Schröder	HAMBURG-AMERIKA LINE	On 23rd Jan.
ROTTERDAM, BREMEN & HAMBURG & Co.	LIBERIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINE	On 16th inst.
ROTTERDAM, BREMEN & HAMBURG & Co.	ALLESIA	Ger. str.	k. w.	Buch	HAMBURG-AMERIKA LINE	On 24th inst.
ROTTERDAM, BREMEN & HAMBURG & Co.	SAMBIA	Ger. str.	k. w.	Lübeck	HAMBURG-AMERIKA LINE	On 11th Jan.
HAVEE & LONDON & ANTWERP via SINGAPORE, & Co.	SEGOVIA	Ger. str.	k. w.	T. Hamada	NIPPON YUSEN KAISHA	On 18th inst., at D'light.
MARSHALLS, HAVEE & HAMBURG, & Co.	OKLEY	Brit. str.	—	R. Shimizu	OSAKA SHOSHEN KAISHA	On 19th inst.
VICTORIA, VANCOUVER, B.C. SEATTLE & TACOMA, & Co.	TACOMA MARU	Jap. str.	—	J. Kanoo	NIPPON YUSEN KAISHA	On 26th inst., at 2 p.m.
VICTORIA, B.C. & SEATTLE via SHANGHAI, & Co.	AWA MARU	Jap. str.	—	J. Burfield	NIPPON YUSEN KAISHA	On 31st inst., at Noon.
VICTORIA, B.C. & TACOMA via KEELUNG, & Co.	LUZON MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 4th Jan., at 3 p.m.
NAPLES, GENOA, ALGERES, GIBRALTAR, SOUTHAMPTON	AFRICA	Aus. str.	—	—	MELCHERS & Co.	On 25th inst., at 10 a.m.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, & Co.	PERSEA	Aus. str.	—	—	SANDER, WILHELM & Co.	On 19th inst., at 5 p.m.
TRIESTE, Fiume, VENICE via SINGAPORE, & Co.	ERROLL	Brit. str.	—	—	DODWELL & Co., Ltd.	About 31st inst.
NEW YORK via SUEZ CANAL.	SCUTILL	Am. str.	—	—	THE BANK LINE, LIMITED	On 30th inst.
NEW YORK via PORTS & SUEZ CANAL.	SWAZI	Am. str.	—	—	SWAN, TOMES & Co.	About 9th Jan.
BOSTON & NEW-YORK.	EGERMONT CASTLE	Brit. str.	2 m.	W. Davison	DODWELL & Co., Ltd.	About 19th inst.
VANCOUVER via SHANGHAI, JAPAN, & Co.	MONTAGLO	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 14th inst., at 7 a.m.
VANCOUVER via SHANGHAI, JAPAN, & Co.	EMPEROR OF INDIA	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 11th Jan., at 7 a.m.
SAN FRANCISCO via SHANGHAI & JAPAN, & Co.	MANCHESTER	Am. str.	—	W. W. Greene	PACIFIC MAIL S.S. Co.	On 17th inst., at 1 p.m.
SAN FRANCISCO via SHANGHAI & JAPAN, & Co.	CHITO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 21st inst., at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, & Co.	NILE	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 31st inst., at 1 p.m.
COPENHAGEN & BALTIC PORTS.	QANTON	Swed. str.	—	—	ASATA NELSON & Co.	On 15th Jan.
AUSTRALIAN PORTS via MANILA.	EMPIRE	Brit. str.	—	M. Winkler	GIBB, LIVINGSTON & Co.	To-morrow, at Noon.
AUSTRALIAN PORTS via MANILA.	KUMANO MARU	Jap. str.	—	H. Bremer	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
AUSTRALIAN PORTS via MANILA.	PRINCE WALDEMAR	Ger. str.	—	E. Finlayson	MELCHERS & Co.	On 28th inst., at 9 a.m.
AUSTRALIAN PORTS via MANILA.	CHANGSHA	Brit. str.	1 m.	Tallock	BUTTERFIELD & SWIRE	On 4th Jan., at Noon.
CAPEPORTS via MAURITIUS.	DUREBIC	Brit. str.	—	—	THE BANK LINE, LIMITED	Beginning of January.
MEXICAN, PERUVIAN & CHILEAN via JAPAN.	KITO MARU	Jap. str.	—	—	TOTO KISEN KAISHA	On 1st Feb., at Noon.
YOKOHAMA & KOBÉ via SHANGHAI.	OKARA	Brit. str.	—	A. J. Evans	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
YOKOHAMA & KOBÉ via SHANGHAI.	YOKOHAMA	Brit. str.	—	—	SANDER, WILHELM & Co.	About 30th inst.
KOBÉ & YOKOHAMA.	YOKOHAMA	Brit. str.	—	A. E. Moser	NIPPON YUSEN KAISHA	On 19th inst., at D'light.
KOBÉ & YOKOHAMA.	YOKOHAMA	Brit. str.	—	L. Klugkist	MELCHERS & Co.	About 7th Jan.
NAGASAKI, KOBÉ & YOKOHAMA.	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
SHANGHAI.	YAWATA MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI, TRINGTAU, KOBÉ & YOKOHAMA.	CHENAN	Brit. str.	1 m.	L. Jones	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, KOBÉ & MOJI.	KUTSANG	Brit. str.	—	L. Manes	MELCHERS & Co.	About 13th inst.
SHANGHAI.	LIHAI	Brit. str.	1 m.	Brady	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at D'light.
SHANGHAI.	LIHAI	Brit. str.	—	C. P. Williams	BUTTERFIELD & SWIRE	On 14th inst., at M'night.
SHANGHAI, MOJI, KOBÉ & YOKOHAMA.	NOYARA	Brit. str.	—	H. R. Hetherington, R.N.E.	MESSAGERIES MARITIMES	About 14th inst.
SHANGHAI, KOBÉ & YOKOHAMA.	AMARONE	Brit. str.	—	W. F. Richard	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 6 p.m.
SHANGHAI.	KWONGSANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
SHANGHAI.	LIENSHING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
SHANGHAI, KOBÉ & YOKOHAMA.	ARMENIA	Ger. str.	—	Eckhorn	HAMBURG-AMERIKA LINE	On 17th inst.
SHANGHAI, MOJI & KOBÉ.	RANGON MARU	Jap. str.	—	Kamoshita	NIPPON YUSEN KAISHA	On 18th inst.
SHANGHAI, KOBÉ & YOKOHAMA.	PENBROKESHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 18th inst.
SHANGHAI.	DEIZA	Brit. str.	—	E. P. Martin, R.N.E.	P. & O. S. N. Co.	About 19th inst.
SHANGHAI, KOBÉ & YOKOHAMA.	HAKATA MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 23rd inst.
SHANGHAI.	KOEBER	Aus. str.	—	—	SANDER, WILHELM & Co.	On 5th Jan., at D'light.
SHANGHAI.	TIJIKI	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI.	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 18th inst., at 10 a.m.
SHANGHAI.	SOBU MARU	Jap. str.	—	K. Tashira	OSAKA SHOSHEN KAISHA	To-morrow, at 8 a.m.
SHANGHAI.	DAIGO MARU	Jap. str.	—	A. E. Hodgins	OSAKA SHOSHEN KAISHA	On 15th inst., at 10 a.m.
SHANGHAI.	HAIYANG	Jap. str.	2 h.	J. W. Evans	DOUGLAS LARPAK & Co.	To-morrow, at Daylight.
SHANGHAI.	HAIYANG	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LARPAK & Co.	On 15th inst., at 10 a.m.
SHANGHAI.	HAIYANG	Brit. str.	2 h.	J. S. Roach	DOUGLAS LARPAK & Co.	On 17th inst., at D'light.
SHANGHAI.	HAIYANG	Brit. str.	2 h.	—	DOUGLAS LARPAK & Co.	On 20th inst., at D'light.
SHANGHAI.	HAIYANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at 2 p.m.
SHANGHAI.	HAIYANG	Brit. str.	—	—	SHEWAN TOMES & Co.	On 17th inst., at 4 p.m.
SHANGHAI.	HAIYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst., at 4 p.m.
SHANGHAI.	HAIYANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 21st inst., at 2 p.m.
SHANGHAI.	HAIYANG	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 27th inst., at 4 p.m.
SHANGHAI.	HAIYANG	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI.	HAIYANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst.
SHANGHAI.	HAIYANG	Brit. str.	—	—	DAVID SALSON & Co., Ltd.	To-day, at 1 p.m.
SHANGHAI.	HAIYANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon.
SHANGHAI.	HAIYANG	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst.
SHANGHAI.	HAIYANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
SHANGHAI.	HAIYANG	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 4 p.m.
SHANGHAI.	HAIYANG	Brit. str.	—	—	MELCHERS & Co.	Middle of Jan.
SHANGHAI.	HAIYANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 22nd inst., at 10 a.m.
SHANGHAI.	HAIYANG	Brit. str.	—	—	MESSAGERIES MARITIMES	On 18th inst., at 9 a.m.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBÉ and MOJI	"KUTSANG"	Saturday, 14th Dec., D'light.
SINGAPORE, SOUBARAYA & SAMARANG	"PAUSANG"	Saturday, 14th Dec., Noon.
MANILA	"LOONGSANG"	Saturday, 14th Dec., 2 p.m.
SHANGHAI	"KWONGSANG"	Tuesday, 17th Dec., Noon.
SHANGHAI	"LIENSHING"	Tuesday, 17th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"YATSHING"	Wednesday, 18th Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"MAUSANG"	Thursday, 19th Dec., 4 p.m.
SANDAKAN	"YUENSANG"	Saturday, 21st Dec., 2 p.m.

**RETURN TOURS TO JAPAN.**  
 The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.  
 These vessels have all modern improvements and are fitted throughout with Electric Light.  
 A duly qualified surgeon is also carried.  
 \* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
 \* Taking Cargo on through Bills of Lading to Yangtze, Ports, Chefoo, Tientsin, Dalay, Weihaiwei, Taigien and Newchwang.  
 \* Taking Cargo on through Bills of Lading to Kuantai, Lahad, Datu, Simpona, Tawao, Usukan, Jesselton and Labuan.  
 Telephone No. 215, Sub. Exch. 4.  
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.,**  
 HONGKONG 12th December, 1912. GENERAL MANAGERS. 115

## BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBÉ, HONGKONG AND RANGOON.

## EASTWARD.

The S.S. "OKARA," Captain Evans, will be despatched for YOKOHAMA and KOBÉ on the 12th Dec., at Noon, to be followed on the 19th Dec., by the S.S. "UPADA," taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.,**  
 Telephone No. 215. AGENTS.  
 HONGKONG, 12th December, 1912. 129

## THE ROYAL MAIL STEAM PACKET COMPANY.

## "SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	DATE OF DEPARTURE
SHANGHAI, KOBÉ & YOKOHAMA	"PEMBROKESHIRE"	About 18th Dec.
LONDON & ANTWERP	"DENBIGHSHIRE"	About 24th Dec.
SHANGHAI, KOBÉ & YOKOHAMA	"CARMARTHENSHIRE"	About 14th Jan.
LONDON, ROTTERDAM & ANTWERP	"MONMOUTHSHIRE"	About 18th Jan.
LONDON & ANTWERP	"PEMBROKESHIRE"	About 4th Feb.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.  
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.,**  
 AGENTS.  
 HONGKONG, 10th December, 1912. 169

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

## VIA VANCOUVER.

## THE CANADIAN PACIFIC RAILWAY.

## PROPOSED SAILINGS FROM HONGKONG, AND ST. JOHN, N.B. (SUBJECT TO ALTERATION.)

FOR VANCOUVER.	FOR LIVERPOOL.
From Hongkong.	From St. John.
"MONTEAGLE" Sat. 14th Dec.	"EMPEROR OF BRITAIN" Fri. 10th Jan.
"EMPEROR OF INDIA" Sat. 11th Jan.	"EMPEROR OF IRELAND" Fri. 7th Feb.
"EMPEROR OF JAPAN" Sat. 8th Feb.	"EMPEROR OF IRELAND" Fri. 7th Mar.
"MONTEAGLE" Sat. 8th Mar.	"EMPEROR OF IRELAND" Fri. 4th Apr.

Steamships leave HONGKONG at 7 a.m.  
 THE direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express Train and at ST. JOHN, N.B., with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
 All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.  
 Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10  
 Intermediate Steamship) "Monteagle" £43 " " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping-Car while crossing the American Continent by Canadian Pacific Direct Line.  
 R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.  
 Passengers booked through to all points and AROUND THE WORLD.  
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.  
 For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China.  
 Corner Pedder Street and Queen's Road, Kowloon.

From Hongkong, the Canadian Pacific Fleet will call at the following ports:—  
 SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA, B.C., VANCOUVER, ST. JOHN, N.B., and LONDON.  
 The S.S. "VLADIMIR," 5,620 R.T., Commander Kamichansky, bound for Nagasaki and Vladivostok, is expected to arrive in Hongkong about the 16th December.  
 The S.S. "KOUSSK," 6,400 R.T., Commander Padalka, homeward bound, is expected to arrive in Hongkong about the 15th day of December 1912.  
 The S.S. "KATERINOSLAVL," 6,581 R.T., Commander Tideman, homeward bound, is expected to arrive in Hongkong about the beginning of January, 1913.  
 For Freight, Passage and further particulars, apply to **CAPTAIN D. A. LUKHMANOFF,**  
 AGENT,  
 Hotel Mansion, 3rd Floor,  
 Telephone No. 1224. 122

## RUSSIAN VOLUNTEER FLEET.

THE STEAMERS of the RUSSIAN VOLUNTEER FLEET calling at Hongkong once a month both ways, Homeward and Outward, will accept Cargo and Passengers for the Ports they have to call at on the way, according to the schedule, as—

**HOMEWARD BOUND** Steamers for Singapore, Penang, Colombo, Djibouti, Djeddah, Hodeidah, Port Said, Constantinople, Odessa.

**OUTWARD BOUND** Steamers for Nagasaki and Vladivostok.

The Hongkong Agency of the R.V.F. will also accept Cargo and issue through Bills of Lading for all Black and Azov Seas Ports with transshipment at Odessa, and for Hakodate and all ports of Tartarian Strait and Kamchatka, with transshipment at Vladivostok.

Cargo for all European Ports not mentioned in the Steamer's schedule will not be accepted by this Agency.

The S.S. "VLADIMIR," 5,620 R.T., Commander Kamichansky, bound for Nagasaki and Vladivostok, is expected to arrive in Hongkong about the 16th December.

The S.S. "KOUSSK," 6,400 R.T., Commander Padalka, homeward bound, is expected to arrive in Hongkong about the 15th day of December 1912.

The S.S. "KATERINOSLAVL," 6,581 R.T., Commander Tideman, homeward bound, is expected to arrive in Hongkong about the beginning of January, 1913.

For Freight, Passage and further particulars, apply to **CAPTAIN D**



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NOVARA AND YOKOHAMA	About 14th Dec.	Freight and Passage.
SHANGHAI	About 19th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS	21st Dec.	See Special of Call
LONDON and ANTWERP VIA SINGAPORE, PE NANG, COLOMBO, PORT SAID and MARSEILLES	About 25th Dec.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, 12th December, 1912.

# CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 12th Dec., 4 P.M.
SHANGHAI	"LINAN"	On 14th Dec., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 17th Dec., 4 P.M.
HAIPHONG	"STUNGKIANG"	On 22nd Dec., 10 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wootung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

NEW SERVICE.—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—

HONGKONG, 12th December, 1912. TELEPHONE 26. AGENTS.

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST-Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR  
SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 13th Dec., at D'light
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 17th Dec., at D'light
"HAITAN"	Capt. J. S. Roach	FRIDAY, 20th Dec., at D'light

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	SUNDAY, 15th Dec., at 10 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blak Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 11th December 1912.

# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	13th Dec.	On 13th Dec., Noon
ST. ALBANS	13th Dec.	On 4th Jan., Noon

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.  
AGENTS.

# HAMBURG-AMERIKA LINIE.

## IN CONJUNCTION WITH

### DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European, North Continental and British Ports, also Ceylon, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. ARMENIA	17th Dec.
S.S. ALTAMARK	27th Dec.
S.S. SILESIA	14th Jan.
S.S. O. J. D. AHLERS	26th Jan.
S.S. SUEVIA	10th Feb.

For Further Particulars, apply to—

For HAVRE, BREMEN & HAMBURG:  
S.S. LIBERIA ... 16th Dec.  
For MARSEILLES, HAVRE & HAMBURG:  
S.S. SEGOVIA ... 19th Dec.  
For HAVRE, BREMEN & HAMBURG:  
S.S. ALESIA ... 24th Dec.  
For ROTTERDAM, BREMEN & HAMBURG:  
S.S. BRASILIA ... 9th Jan.  
For HAVRE & HAMBURG:  
S.S. SAMBA ... 11th Jan.  
For ROTTERDAM, BREMEN & HAMBURG:  
S.S. FUEBST BUELOW ... 23rd Jan.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 7th December, 1912.

# TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

## CHIYO MARU. SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

## "NIPPON MARU,"

### INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
CHIYO MARU	W. W. Greene	SATURDAY, 21st Dec., Noon.
NIPPON MARU	A. G. Stevens	SATURDAY, 11th Jan., at Noon.
TENYO MARU	E. Bent	FRIDAY, 17th Jan., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 11th Feb., at Noon.

The S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 21st December, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TERUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.
BUYO MARU	10,500	THURSDAY, 3rd April, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 4th June, at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blak Pier).

# COMPAGNIE MARITIME

## INDO-CHINOISE.

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

## TONKIN

FAST LINE.

FORTNIGHTLY.

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalanc.

(1st AND 2ND CLASSES) will leave Hongkong for  
KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 18th Dec., 1912, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA and SEATTLE with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY  
AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overseas Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamers	Captains	Leave
"TACOMA MARU"	T. Hamada	THURSDAY, 26th Dec., at 2 P.M.
"PANAMA MARU"	J. Kanoo	SATURDAY, 4th Jan., at 2 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 23rd Jan., at 2 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 5th Feb., at 2 P.M.
"CHICAGO MARU"	I. Goto	THURSDAY, 20th Feb., at 2 P.M.
"CANADA MARU"	K. Hori	WEDNESDAY, 5th Mar., at 2 P.M.

\* Calling at NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA  
† Calling at SHANGHAI, MOJI  
‡ Calling at KEELUNG.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

## SOUTH CHINA COAST AND FORMOSA SERVICE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"KAIO MARU"	Y. Yamamoto	WEDNESDAY, 18th Dec., at 10 A.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"DAIGI MARU"	Y. Sonekawa	SUNDAY, 15th Dec., at 10 A.M.
"DAIUN MARU"	T. Fuchigami	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	FRIDAY, 13th Dec., at 3 A.M.

FOR CANTON.

Steamer	Captain	Leave
"SOSHU MARU"	K. Tashira	

These Steamers of Coast and Formosa Line have Excellent Accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Prince Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER

Second Floor, No. 1, Queen's Building.

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS  
HOMEWARD PASSENGER SEASON 1913.

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due	
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH	
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)	
Steamer	Tons	Steamer	Tons		
NOON, SATURDAY		SATURDAY			
FRIDAY					
INDIA .....	8000	MOOLTAN ..	10000	Feb. 15	Feb. 21
ASSAYE .....	7500	MALOJA .....	12500	Mar. 1	Mar. 7
HIMALAYA ..	7000	MOBEA .....	11000	Mar. 15	Mar. 21
DEVANHA ...	8000	MARMORA ...	10500	Mar. 29	April 4
DELTA .....	8000	MEDINA .....	12500	April 12	April 18
INDIA .....	8000	Through Steamer		April 26	May 2
ASSAYE .....	7500	MONGOLIA ..	10000	May 10	May 16
DEVANHA ...	8000	MACEDONIA	10500	May 24	May 30
CHINA .....	8000	MALWA .....	11000	June 7	June 13

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd £48.8

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES,

1st SALOON £55.00 SINGLE, £82.10 RETURN.

2nd £38.10

For further Particulars, apply to—

H. W. D. SHALLARD,

Acting Superintendent.

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.00 SINGLE, £82.10 RETURN.

2nd £38.10

For further Particulars, apply to—

H. W. D. SHALLARD,

Acting Superintendent.

# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	TANGO MARU Capt. K. Kawara	13,500	WEDNESDAY, 18th Dec., at Daylight.
	KAMO MARU Capt. F. L. Sommer	16,000	WEDNESDAY, 1st Jan., at Daylight.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. E. Shimizu	12,500	TUESDAY, 31st Dec., at Noon.
	SADO MARU Capt. Asakawa	12,500	TUESDAY, 14th Jan., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	9,300	FRIDAY, 20th Dec., at Noon.
	YAWATA MARU Capt. T. Sekine	7,000	WEDNESDAY, 15th Jan., at Noon.
CALCUTTA VIA SINGAPORE, PENANG & RANGOON	KIRIN MARU Capt. M. Doguchi	5,000	SATURDAY, 14th Dec.
BOMBAY VIA SINGAPORE, and COLOMBO	WAKASA MARU Capt. N. Nielsen	12,000	MONDAY, 23rd Dec.
KOBE and YOKOHAMA	MISHIMA MARU Capt. A. E. Moss	16,000	THURSDAY, 19th Dec., at D'light
SHANGHAI, MOJI and KOBE	RANGOON MARU Capt. Kamoshita	17,000	WEDNESDAY, 18th Dec.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU Capt. T. Sekine	7,000	WEDNESDAY, 18th Dec., at Noon.
SHANGHAI, KOBE and YOKOHAMA	HAKATA MARU Capt. H. Nomura	12,500	MONDAY, 23rd Dec.

\* Fitted with New System of Wireless Telegraphy.

† Cargo only

## 1913 PASSENGER SEASON 1913

STEAMERS	TONS	DISPLACEMENT	LEAVING HONGKONG
MISHIMA MARU	12,500	16,000	29th January
KAGA	12,500	16,000	12th February
ATSUTA	12,500	16,000	26th February
HIYACHI	12,500	16,000	12th March
MIYASAKI	12,500	16,000	26th March
KITANO	12,500	16,000	9th April
IYO	12,500	16,000	23rd April
HIBANO	12,500	16,000	7th May
TANGO	12,500	16,000	21st May

## FOR AMERICA.

INABA MARU	12,500	16,000	11th February
SHIDZUOKA	12,500	16,000	25th February
TANBA	12,500	16,000	11th March
AWA	12,500	16,000	25th March
SADO	12,500	16,000	4th April
YOKOHAMA	12,500	16,000	22nd April
INABA	12,500	16,000	6th May
SHIDZUOKA	12,500	16,000	20th May

For Further Information as to Freight, Sailing, &amp;c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 292 and 1241.

112-13-626



## HUGO C. A. FROMM.

## SLEIPNER

THE WELL-KNOWN GERMAN CIGARETTE

80 Cents

a tin of 25 pieces.

G. PRIEN,

HONGKONG HOTEL.

Hongkong, 9th December, 1912.

## SCHWABINGER BEER.

GENUINE MUNICH BEER.

JUST TRY IT  
AT THE

GRAND HOTEL'S BAR!

Hongkong, 8th December, 1912.

## FELT-HATS

of the BERLIN GUBENER  
HUTFABRIK, GUBEN,  
(GERMANY).

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SAMPLES may be seen at:

4, QUEEN'S BUILDINGS, HONGKONG.

Hongkong, 9th December, 1912.

## POST OFFICE NOTICE

The Yushan is expected to arrive here to-morrow, with the London Mail (via Siberia) of Saturday, the 23rd ultimo.

The Kleist, with the German Mail, left Singapore on Sunday, the 8th inst., at 8 a.m., and may be expected to arrive here to-morrow.

FOR	PER	DATE
Kutchinotze and Seattle	Lord Derby	Thursday, 12th, 9.00 A.M.
Hongkong	Tungshing	Thursday, 12th, 9.00 A.M.
Swatow and Blam	Drufar	Thursday, 12th, 10.00 A.M.
Shanghai, North China, Japan via Kobe	Ceylon Maru	Thursday, 12th, 11.00 A.M.
Swatow	Kohsichang	Thursday, 12th, 11.00 A.M.
Straits and India via Calcutta	Japan	Thursday, 12th, 11.00 A.M.
Japan and Yokohama	Okara	Thursday, 12th, 11.00 A.M.
Macao	Sui Tai	Thursday, 12th, 1.15 P.M.
Shanghai and North China	Chonan	Thursday, 12th, 3.00 P.M.
Swatow, Amoy, and Formosa via Amoy	Sosha Maru	Thursday, 12th, 5.00 P.M.
Swatow, Amoy and Foochow	Hetsung	Thursday, 12th, 5.00 P.M.
Pakhoi and Haiphong	Mathilde	Friday, 13th, 8.00 A.M.
Philippine Islands, Timor, Australia, Tasmania and New Zealand via Port Darwin	Empire	Friday, 13th, 10.00 A.M.
Macao	Sui Tai	Friday, 13th, 1.15 P.M.
SHANGHAI, NORTH CHINA and JAPAN via KORE	Kleist	Friday, 13th, 4.00 P.M.
(EUROPE VIA SIBERIA)		
Shanghai, North China, and Japan via Kobe	Kutsang	Friday, 13th, 5.00 P.M.

SHANGHAI, NORTH CHINA, JAPAN via MOBI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA)	Monteagle	Registration ... 5.00 P.M. Registration ... 5.00 P.M. B.O. ... 4.00 P.M. Letters ... 6.00 P.M.
Singapore, Sourabaya and Samarang	Pangang	Saturday, 14th, 11.00 A.M.
Batavia, Sourabaya and Macassar	Typhoon	Saturday, 14th, Noon
Japan via Yokohama	Typhoon	Saturday, 14th, Noon
Philippine Islands	Loongang	Saturday, 14th, 1.15 P.M.
Macao	Sui Tai	Saturday, 14th, 5.00 P.M.
Shanghai and North China	Loongang	Sunday, 15th, 9.00 A.M.
Swatow, Amoy, and Formosa via Tamsui	Loongang	Sunday, 15th, 9.00 A.M.
Swatow	Sui Tai	Monday, 16th, 1.15 P.M.
Macao	Sui Tai	Monday, 16th, 5.00 P.M.
Swatow, Amoy and Foochow	Loongang	Tuesday, 17th, 10.00 A.M.
Shanghai and North China	Loongang	Tuesday, 17th, 10.00 A.M.
Shanghai and North China	Loongang	Tuesday, 17th, 10.00 A.M.

SAIGON, STRAITS, Ceylon, ADELIADE, WESTERN AUSTRALIA, INDIA, ADELIADE, EGYPT and EUROPE via BRINDISI (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) Late Letters 11.00 to Noon Extra Postage 10 cents.	Ernest Simons	Registration ... 10.15 A.M. Registration with late fee of 10 cents, up to 11.00 A.M. Registration, Kowloon B.O. ... 9.30 A.M. Letters ... 11.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES and SOUTH AMERICA via SAN FRANCISCO (EUROPE VIA SIBERIA)	Manchuria	Registration ... 10.15 A.M. Registration with late fee of 10 cents, up to 11.00 A.M. Registration, Kowloon B.O. ... 9.30 A.M. Letters ... 11.00 A.M.

Philippine Islands	Taming	Tuesday, 17th, 3.00 P.M.
Philippine Islands	Taming	Tuesday, 17th, 3.00 P.M.
Straits and India via Calcutta	Taming	Tuesday, 17th, 3.00 P.M.
Swatow	Taming	Tuesday, 17th, 3.00 P.M.
Swatow, Amoy and Foochow	Taming	Tuesday, 17th, 3.00 P.M.
Swatow, Amoy and Foochow	Taming	Tuesday, 17th, 3.00 P.M.
Swatow, Amoy and Foochow	Taming	Tuesday, 17th, 3.00 P.M.
Swatow, Amoy and Foochow	Taming	Tuesday, 17th, 3.00 P.M.
Swatow, Amoy and Foochow	Taming	Tuesday, 17th, 3.00 P.M.
Swatow, Amoy and Foochow	Taming	Tuesday, 17th, 3.00 P.M.

SAIGON, STRAITS, Ceylon, ADELIADE, WESTERN AUSTRALIA, INDIA, ADELIADE, EGYPT, and EUROPE via NAPLES	Latus	Registration ... 8.30 A.M. Registration ... 8.30 A.M. B.O. ... 8.00 A.M. Letters ... 9.00 A.M.
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## COMMERCIAL.

## CLOSING QUOTATIONS

December 11th

ON LONDON :—		
Telegraphic Transfer .....	2.15	
Bank Bills, on demand .....	2.15	
Bank Bills, at 30 days sight .....	2.15	
Bank Bills, at 4 months sight .....	2.15	
Credits, at 4 months sight .....	2.15	
Documentary Bills, 4 months sight .....	2.15	
ON PARIS :—		
Bank Bills, on demand .....	2.15	
Credits, at 4 months sight .....	2.15	
ON GERMANY :—		
On demand .....	2.15	
ON NEW YORK :—		
Bank Bills, on demand .....	50.1	
Credits, at 60 days sight .....	51.1	
ON BOMBAY :—		
Telegraphic Transfer .....	154.1	
Bank, on demand .....	154.1	
ON CALCUTTA :—		
Telegraphic Transfer .....	154.1	
Bank, on demand .....	154.1	
ON SHANGHAI :—		
Bank, at sight .....	71.1	
Private, 30 days sight .....	72.1	
ON YOKOHAMA :—		
On demand .....	101	
ON MANILA :—		
On demand .....	102	
ON SINGAPORE :—		
On demand .....	88.1	
ON ALIBOR :—		
On demand .....	125	
ON SAIGON :—		
On demand .....	1.1	p.m.
ON HONGKONG :—		
On demand .....	73.1	
SOVEREIGNS, Bank's Buying Rate .....	39.55	
GOLD LEAF, 100 fine, per ton .....	150.43	
BANK NOTE, per oz. .....	19.1	

## SUBSIDIARY COINS.

Chinese	20 cents pieces	\$6.45 discount
Chinese	10 "	\$6.45 discount
Hongkong	20 "	\$4.00
Hongkong	10 "	\$6.05

## MAILS VIA SIBERIA.

London	Due
Shanghai	Shanghai
November 23rd.	December 9th.

## SHARE LIST.—QUOTATIONS.

HONGKONG, 11TH DECEMBER, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$812.1, buyers
China Bank, Limited	60,000	\$12	all	\$9.1, buyers
China Light and Power Company, Limited	50,000	\$1	all	\$2.10, buyers
China Provident, Loan and Mortgage Co., Ltd.	200,000	\$10	all	\$9, sales
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 130
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$7.1
Dairy Farm Company, Limited	40,000	\$7.1	all	\$2.1, buyers
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$7.1
Hongkong and Whampoa Dock Co., Ltd.	60,000	\$50	all	\$5.1, buyers
New Amoy Dock Co., Limited	10,000	\$6.1	all	\$6.1
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 48, buyers
Shanghai Dock and Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 103
Green Island Cement Co., Limited	400,000	\$10	all	\$4.1, sellers
Hongkong Electric Co., Limited	60,000	\$10	all	\$25, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$115, buyers
Manila Metropolitan Hotel Limited	8,000	\$10	all	\$25
Hongkong Ice Company, Limited	15,000	\$25	all	\$200
Hongkong Rope Manufacturing Co., Limited	5,000	\$10	all	\$18.1, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$2, buyers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$260, sales
China Fire Insurance Co., Limited	20,000	\$100	all	\$146, buyers
China Traders Insurance Co., Limited	24,000	\$33.33	all	\$25
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$373, buyers
North China Insurance Co., Limited	10,000	\$15	all	Tls. 132
Union Insurance Society, Limited	12,400	\$250	all	\$820, sellers
Yangtze Insurance Association, Limited	12,000	\$100	all	\$190 @ Ex 73
LAND AND BUILDING.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$105
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$8.40, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$36
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 90
West Point Building Co., Limited	12,500	\$50	all	\$57, buyers
Matsushita & Co., Ltd.	25,000	Gds. 10	all	Tls. 72, sal. & buy
Mining.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	35/- sales
Tronoh Mines, Limited	160,000	\$1	all	72.6, buyers
Hoswood Tin and Rubber Estate, Ltd.	322,000	\$1	all	4/- buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$11.1, buyers
Philippine Co., Limited	75,000	\$10	all	\$1
RAPINE.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$103, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$34, buyers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$8, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$31, buyers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$22, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$92, 1/2 don
Shanghai and Amoy Navigation Co., Ltd.	60,000 def.	\$25	all	\$129
Shanghai and Amoy Navigation Co., Ltd.	250,000	\$1	all	\$12/-, sellers
Star Ferry Company, Limited	33,000	\$10	all	\$39
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$4, buyers
STROBES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$8.1, buyers
Watkins, Limited	10,000	\$10	all	\$3.1, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5.50, sal. & buy
Weissmann, Limited	3,000	\$10	all	\$17, buyers
Gande, Price & Co., Ltd.	50,000	\$10	all	\$6, sales
Societe des Papiers et Papeteries du Tonkin	15,000	\$10	all	\$30, sellers
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$3.1, sellers
Union Waterboat Co., Limited	100 shares	\$10	all	\$300
Hongkong Tramway Co., Ltd.	325,000	\$5/-	all	\$14

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
				VERNON & SYMTH, Share Brokers

TO-NIGHT	OPPIUM.
9.15 P.M.—Bijon Scenic Theatre.	October 15th
FORTECOMING EVENTS.	Quotations are:—
Friday, 13th Dec.—	Malwa New ... \$2,925/2,950 per picul.
9.15 P.M.—A Grand Variety Entertainment—	Malwa Old ... \$2,965/2,975 "
"The Boatman's Mate," at Theatre Royal.	Malwa Older ... \$2,990/3,000 "
Saturday, 14th Dec.—	Malwa V. Old ... \$3,025/3,050 "
9.15 P.M.—A Grand Variety Entertainment—	Persian fine quality ... \$1,200 "
"The Boatman's Mate," at Theatre Royal.	Persian extra fine ... \$1,400 "
Saturday and Sunday, 14th and 15th Dec.—	Patna Old ... \$3,600 per cwt.
4 P.M.—A Grand Meeting at Shatin.	Patna New ... \$3,500 "
Tuesday, 17th Dec.—	Benares New ... \$3,550 "
9 P.M.—Performance by Local Amateurs of	Benares Old ... \$3,550 "
Oscar Wilde's "An Ideal Husband,"	
at the Theatre Royal.	
Thursday, 19th Dec.—	
9 P.M.—Performance by Local Amateurs of	
Oscar Wilde's "An Ideal Husband,"	
at the Theatre Royal.	
Saturday, 21st Dec.—	
9 P.M.—Performance by Local Amateurs of	
Oscar Wilde's "An Ideal Husband,"	
at the Theatre Royal.	

**"Embassy"**

NO. 77.

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HAND MADE

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JUST  
ARRIVED.

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**NO TYROID**

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FULL CREAM.

The name of MILKMAID BRAND stands for perfect purity in MILK. Insist on having Milkmaid Brand & accept no other.

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**MOET AND CHANDONS**

DRY IMPERIAL EPERNAY.

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" " 24 Pints ..... \$66.00

**PERRIER JOUET**

OLD, VINTAGE CUVÉE, EPERNAY.

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" " 24 Pints ..... \$68.00

**VICTOR CLIQUOT**

SPECIAL DRY RHEIMS.

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" " 24 Pints ..... \$69.00

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